

Planning Committee

PLANNING APPLICATIONS RECEIVED

DATE: Wednesday 29 June 2016

PLANNING COMMITTEE

APPLICATIONS

WEDNESDAY 29th JUNE 2016

PLANNING APPLICATIONS RECEIVED

SECTION 1 - MAJOR APPLICATIONS

SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

SECTION 3 - OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

SECTION 4 - CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

SECTION 5 - PRIOR APPROVAL APPLICATIONS

PLANNING COMMITTEE

WEDNESDAY 29th JUNE 2016

INDEX

						Page No.
1/01	GREENHILL SERVICE STATION, MARSH ROAD, PINNER	P/5932/15	PINNER	GRANT SUBJECT TO LEGAL AGREEMENT	1	
1/02	WHITCHURCH PLAYING FIELDS, WEMBOROUGH ROAD, STANMORE –	P/4910/15	BELMONT	GRANT SUBJECT TO LEGAL AGREEMENT	53	
1/03	HASLAM HOUSE, HONEYPOT LANE, STANMORE	P/1112/16	QUEENSBURY	GRANT	273	
2/01	LIDL UK GMBH , 69 BRIDGE STREET , PINNER	P/1822/16	PINNER	GRANT	322	
2/02	9 - 11 ST ANNS ROAD, HARROW	P/1466/16	GREENHILL	GRANT SUBJECT TO LEGAL AGREEMENT	334	
2/03	ST. ANSLEMS CATHOLIC PRIMARY SCHOOL, ROXBOROUGH PARK, HARROW	P/1998/16	HARROW ON THE HILL	GRANT	357	
2/04	75 LOCKET ROAD, WEALDSTONE, HARROW	P/1608/16	WEALDSTONE	GRANT	367	

2/05	47 HIGH STREET, EDGWARE	P/4593/15	EDGWARE	GRANT SUBJECT TO LEGAL AGREEMENT	377
2/06	87 SANDRINGHAM CRESCENT, HARROW	P/0865/16	ROXBOUNE	GRANT	394
2/07	JOHN LYON SCHOOL, MIDDLE ROAD, HARROW	P/1020/16	HARROW ON THE HILL	APPROVE	409
2/08	JOHN LYON SCHOOL, MIDDLE ROAD, HARROW	P/1014/16	HARROW ON THE HILL	APPROVE	422

SECTION 1 – MAJOR APPLICATIONS

ITEM NO: 1/01

ADDRESS: GREENHILL SERVICE STATION, MARSH ROAD, PINNER

REFERENCE: P/5932/15

DESCRIPTION: REDEVELOPMENT: CONSTRUCTION OF A FIVE STOREY BUILDING TO PROVIDE 29 BEDROOM SHELTERED RETIREMENT FLATS (USE CLASS C2) WITH PARKING BIN / BUGGY STORAGE AND LANDSCAPING (DEMOLITION OF EXISTING PETROL STATION).

WARD: PINNER

APPLICANT: CHURCHILL RETIREMENT LIVING

AGENT: PLANNING ISSUES

CASE OFFICER: JUSTINE MAHANGA

EXPIRY DATE: 13/04/2016

RECOMMENDATION A

GRANT permission subject to authority being delegated to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and issue of the planning permission and subject to minor amendments to the conditions or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

- i. Financial Contribution towards off-site Affordable Housing;
- ii. Financial Contribution towards ecological enhancements on the River Pinn;
- iii. Prior to Occupation of the Development notify all prospective owners, residents, occupiers or tenants of the Housing Units of the Development that they will not be eligible for a Resident Parking Permit or Visitors Parking Permit to park a motor vehicle where a CPZ has been implemented unless they hold a Disabled Person's Badge.
- iv. Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.
- v. Planning Administration Fee: Payment of £500 administration fee for the monitoring and compliance of the legal agreement

REASON

The proposed redevelopment of the site would provide a high quality development comprising of sheltered accommodation for the elderly. The proposed internal layouts, specifications and management of the proposed development would provide an acceptable standard of accommodation in accordance with the National Service Framework for Older People (2001), Policies 3.16 and 3.17 of The London Plan (2015), Policy DM1 of the DMP (2013).

The site is currently vacant and the proposal would enhance the urban environment in terms of material presence, attractive streetscape and makes a positive contribution to the local area in terms of quality and character. The applicant has submitted a Sequential and Exception Test in support of this application which demonstrates that there are no other sites available of comparable site area and location that can deliver the development. Furthermore, in order to facilitate the development, the applicant has agreed to pay the sum of £20,000 for future naturalisation and re-grading of the river banks to help improve flood defence, bring about environment benefits and improve ecology and biodiversity value.

The layout and orientation of the buildings and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers and the development would contribute towards the strategic objectives of reducing the carbon emissions of the borough.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan 2015, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

RECOMMENDATION B

That if, by 29th August 2016 or such extended period as may be agreed in writing by the Divisional Director of Planning, the section 106 Planning Obligation is not completed, then delegate the decision to the Divisional Director of Planning to REFUSE planning permission for the appropriate reason.

The proposed development, in the absence of a legal agreement to provide a contribution towards off-site affordable housing provision; and / or a contribution towards ecological enhancements on the River Pinn; and / or the restriction of resident parking permits, would fail to comply with the requirements of policies 3.11 and 3.12 of The London Plan 2015 and policy CS1.J of the Harrow Core Strategy 2012 and Policies DM11 and DM46 of the DMP 2013 and would therefore be unacceptable.

INFORMATION

This application is reported to Planning Committee as it would provide in excess of 6 residential units. The application is therefore referred to the Planning Committee as it does not fall within any of the provisions set out at paragraphs 1(a) – 1(h) of the Scheme of Delegation dated 29 May 2013.

Statutory Return Type: Small Scale Major Development

Council Interest: None

Gross Floorspace: 2,111sqm

GLA Community Infrastructure Levy (CIL) Contribution (provisional): £73,885.00

Harrow CIL: £116,105.00

Site Description

- The application site is on the west side of Marsh Road, opposite Pinner Library.
- The site is currently vacant, however was previously occupied by Esso Petrol Station.

- The site included a single storey sales kiosk, a shop at the northern end of the site, a canopy fuel filling area located toward the centre of the site and a car wash area located toward the western boundary of the site.
- The site is wholly hard surfaced with concrete and block paving.
- The site is bound to the north-west by a car parking area. Beyond which is a three-storey terrace comprising commercial at ground floor with residential above.
- To the south-east is a four-storey office to residential conversion building, known as Evans House.
- At the rear of the site is the River Pinn. Beyond which is the rear of properties fronting Ashridge Gardens.
- The site is bound to the east by Marsh Road, beyond which is Pinner Library.
- Marsh Road is a Borough Distributor Road.
- The application site is not within in a Conservation Area or within the setting of a Listed Building.
- The site is mainly with Flood Zone 3 but also within Flood Zone 2.

Proposal Details

- The site is currently vacant and the proposal seeks to construct a building between 4 to 5 storeys high comprising 29 residential units to provide sheltered retirement accommodation for elderly residents.
- The proposed new build would have a maximum height of 14.3m, a depth of 16.9m and a width of 36.83m, fronting Marsh Road.
- The proposal would adopt a contemporary design approach, incorporating recessed modelling to the front facade and an inset fifth floor.
- The proposed building would utilise two tones of brick, with the recessed fifth floor constructed of metal cladding.
- The primary access to the building would be located at the north-eastern corner of the Marsh Road frontage. An additional entrance door would be located within the front elevation and another within the rear.
- The ground floor would comprise 6 units, 5 x 1 bedroom and 1 x 2 bedroom. A lobby, reception, office and guest room would also be located at ground floor.
- Two stairwells and a lift would provide access to the upper floors.
- The first floor would comprise 7 units, 5 x 1 bedroom and 2 x 2 bedroom. Each of these units would benefit from a roof terrace or winter balcony.
- The second floor would comprise 7 units, 5 x 1 bedroom and 2 x 2 bedroom. Each of these units would benefit from a roof terrace or winter balcony.
- The proposed third floor would comprise 7 units, 5 x 1 bedroom and 2 x 2 bedroom. Each of these units would benefit from a roof terrace or winter balcony.
- The proposed inset fifth floor would include a one bedroom unit, a two bedroom unit and an owner's lounge.
- A 148sqm communal amenity space would be provided at fifth floor at the north-western end of the building.
- Refuse storage and 8 parking spaces would be provided at the rear of the site.
- Vehicular access to this area would be provided at the southern end of the building, adjacent to Evans House.

Revisions to Current Application

Following the submission of this application the following minor amendments have been made:

- The pedestrian entrance to Marsh Road has been made more legible;

- The footprint of the inset fifth floor has been reduced;
- The ground floor projection between the two bays on the front elevation has been removed;
- The front facing two bedroom units (no. 1, 11, 19 & 26) had no private amenity space; The store / ensuite room of these units has been redesigned as a winter garden;
- The windows in the flank elevation have been increased and finished in obscured glazing; and,
- Materials have been amended to include a single red brick, with a darker brick on the ground floor.
- Reconfiguration of rear car parking area.

Relevant History

HAR/7213 - Ext. Garage (in principle)

Granted: 12/01/1953

HAR/7213/A - Ext. Commercial garage (outline)

Granted: 11/09/1953

HAR/7213/B - Construct additional vehicular access

Granted: 11/09/1953

HAR/7213/C - Ext. To garage construct showroom

Granted: 27/05/1954

HAR/7213/G - Ext. Greasing bay

Granted: 15/02/1960

HAR/7213/H - Erect 1st floor extension of existing showroom fm. Office

Granted: 08/07/1960

HAR/7213/J - Continued use petrol pumps

Granted: 18/06/1964

LBH/1698/2 - Removal of 3 underground petrol storage tanks and installation of one 5 000 gallon underground storage tank

Granted: 24/09/1968

LBH/1698/3 - Alterations and modernisation of petrol service station

Granted: 23/04/1969

LBH/1698/5 - Erection of 1st floor extension to garage for storage of motor car spare parts

Granted: 28/01/1975

LBH/1698/6 - Alterations and additions at ground and 1st floor and installation of new canopy and pump islands 20/10/77

Granted: 30/09/1977

LBH/1698/7 - Erection of ground and first floor additions to service station and installation of new pump islands with canopy over (revised) 25/05/78

Granted: 21/04/1978

LBH/1698/9 - Erection of extension to raise height of walls 02/10/78

Granted: 06/07/1978

WEST/44646/92/FUL - Redevelopment: petrol filling service station with canopy and automatic car wash

Granted: 06/01/1994

P/2256/04/CDT Determination: Provision Of 9.7m High Telecommunications Pole With Integral Antennae, Four Equipment Cabinets And Ancillary Works

Refused 11/10/2004

Allowed on Appeal 22/05/2005

P/2342/05/DFU – Replacement single storey sales building car wash and canopy alterations to forecourt layout (revised)

Granted - 15/12/2005

P/2342/05/DFU/3502 - Replacement single storey sales building car wash and canopy alterations to forecourt layout (revised)

Allowed on Appeal 09/01/2007

P/208/06/CDT - ERECTION OF 12.5M HIGH TELECOM 'SLIMLINE' COLUMN AND EQUIPMENT CABINET AT GROUND LEVEL

Refused 16/03/2006

Allowed on Appeal 05/09/2006

P/311/06/DFU - Replacement single storey sales building car wash and canopy alterations to forecourt layout (revised to increase canopy height)

P/1352/13 - Prior approval for replacement of 12.5M high telecommunications mast incorporating 3no antennas with a 12.5M high telecommunications mast with 3no antennas and installation of two associated equipment cabinets

Granted: 03/07/2013

P/2304/15

Redevelopment: construction of four storey building to provide a 30 bedroom sheltered retirement flats with parking bin / buggy storage and landscaping (demolition of existing petrol station).

Refused: 21/08/15

Reasons for Refusal:

1. The proposal, by reason of its siting within Flood Zone 3a and the failure to pass the Sequential and Exception Tests, would result in a development that is not directed to a site of lower flood risk in line with the Development Plan for the borough and would therefore fail to comply with the requirements of the National Planning Policy Framework and Core Strategy (2012) policy CS1V in relation to minimising the risk of flooding, to the potential detriment of the safety of future occupiers of the development and elsewhere in terms of flood risk.
2. The proposal site is located within Flood Zone 3a as defined by the Environment Agency in conjunction with the Local Authority. The application does not include appropriate flood compensation measures, access or a suitable buffer zone to River

Pinn. The application has therefore failed to demonstrate that the proposed development would not exacerbate the risk of flooding within the site or increase the risk and consequences of flooding elsewhere, contrary to the National Planning Policy Framework (2012), policies 5.12B/C of The London Plan (2015), Core Policy CS1 U of Harrow Core Strategy (2012) and policies DM 9 and DM 10 of the Harrow Development Management Policies Local Plan (2013).

3. The proposed building, by reason of its contrived roof form, proximity to the highway, bulk and massing and unacceptable design would give rise to a form of development which would be disproportionate, incongruous in appearance and overly dominant. The proposed building would appear visually obtrusive and overbearing to the detriment of the character and appearance of streetscene, and the visual amenities of the area, contrary to policies 7.4 B and 7.6.B of The London Plan 2015, policies CS1.B of the Harrow Core Strategy (2012), policy DM1 of the Development Management Policies Local Plan 2013 and the adopted Supplementary Planning Document: Residential Design Guide 2010.
4. The building reason of excessive bulk and siting would be overbearing and result in the loss of light and outlook to the detriment of the residential amenities of the occupiers of Evans House, contrary to policy 7.6B of The London Plan (2015), policy DM1 of the Development Management Policies Development Plan Documents and of the adopted Supplementary Planning Document Residential Design Guide (2010).
5. The proposed development, by reason of poor quality of amenity would give rise to unreasonable undue disturbance, overlooking and loss of privacy for future occupiers to the detriment of those future occupiers, contrary to policies 7.6B of The London Plan (consolidated with amendments since 2011) (2015), policy CS1.B & F of the Core Strategy 2012, and policy DM1 of the Harrow Development Management Policies Local Plan 2013.
6. The applicant has failed to supply an appropriate affordable housing viability assessment or supporting evidence which demonstrates that the maximum level of affordable housing that could be feasibly provided. Therefore the proposed development fails to address strategic housing objectives including the provision of mixed, balanced and sustainable communities, contrary to the National Planning Policy Framework (2012), the National Planning Policy Practice Guidance (2014), policies 3.11, 3.12 and 3.13 of The London Plan (2015), core policies CS1(I) and CS1(J) of The Harrow Core Strategy (2012) and policy DM 24 of the Harrow Development Management Policies Local Plan (2013).
7. The application has failed to demonstrate that the development would not result in the loss of the tree sited on the boundary with Marsh Road, which is of significant amenity value, as a result of post development pressure, to the detriment of the character and appearance of the surrounding area, contrary to policies 7.4B and 7.21B of The London Plan (2015) and policy DM22 of the Harrow Development Management Policies Local Plan (2013).

Pre-Application Discussion Ref: P/0468/15/PREAPP

A pre-application meeting was held on 16th November 2015, following the refusal of planning application P/2304/15. The amended scheme presented a contemporary style 4 storey building with an inset fifth floor and projecting balconies. The overall design and appearance of the building was significantly changed. Proposed materials included red facing brick and white render. The scheme consisted of 30 sheltered units, with a mix of one and two bedroom units.

The following comments were made in relation to the amended scheme:

- The contemporary response to the design, including the inset fifth floor, was accepted;
- The elevations were considered to be overly complicated and it was suggested that a simpler palette of material should be utilised;
- The siting of the building was considered to be too close to the pavement edge. This should be setback with defensible planting included along this boundary;
- The building should also include an increased setback from the north-west boundary;
- Projecting balconies should be replaced with inset balconies; and,
- A main entrance should be provided to Marsh Road rather than the rear parking area.

Applicant Submission Documents

Design and Access Statement Rev B;

Planning Statement, dated December 2015;

The Need for Private Retirement Housing in LB Harrow August 2015;

Stakeholder Engagement Statement May 2015;

Sequential Test December 2015;

Sequential Test Addendum Report, April 2016;

Affordable housing and viability report, dated December 2015;

Flood risk assessment, Revision B;

Flood Resilient Construction measures statement (40017PN/AJK/180316);

Emergency River Bank Access Strategy, dated May 2016;

Soil Gas Monitoring and Quantitative Risk Assessment, dated December 2013;

Transport Statement, Revision B;

Extended Phase 1 Habitat Survey, Revision 1;

Correspondence from planning issues, dated 7 March 2016;

Ecological Enhancement Plan, May 2016;

Flood Emergency Evacuation Plan, March 2016;

Environmental Site Assessment Report, October 2013; and,

Arboricultural Assessment & Method Statement (15342-AA2-AS).

Consultations

The Pinner Association (summarised):

An existing telecom monopole and the numerous associated equipment boxes have not been demonstrated on the proposal plans. The omission of the telecom equipment would imply that the applicant does not expect the equipment to be in that location once the development is complete, however no alternative location has been proposed. The association ask that the current planning application is amended to demonstrate the telecoms equipment.

Environment Agency

Initial Response, dated 4 January 2016 (paraphrased)

The EA object to the scheme due to the lack of an appropriate buffer along the watercourse.

Prior to the submission of the current planning application, a meeting was held between the applicant and the EA. This meeting discussed the potential of relocating the proposed parking area to provide a buffer from the River Pinn. The access requirements to the bank were also discussed at this meeting. The applicant confirmed that 24 hour access would be provided.

Response (dated 22 February 2016) following meeting held at the Council Offices on 17 February 2016

The Environment Agency, Local Authority Planning Officers and Applicant project team met on 17 February to discuss the required naturalisation of the 8m buffer zone.

During the meeting the applicant provided justification as to why a buffer zone could not be provided at all as part of this scheme. The justification was accepted by the Environment Agency and the LPA. In this respect, the only remaining option is offsite mitigation as per part C of DM11. The contributions would be to mitigate for the lack of enhancement on this site. The applicant should identify other projects along the Pinn.

Following the meeting, a cash-in-lieu payment of £20,000 was proposed by the applicant.

Email response, dated 11 April 2016

While the EA were happy in principle with pursuing the Section 106 route to ensure that the development is aligned with policy DM11, further details were required to understand how the figure £20,000 has been arrived at before this is accepted.

Additional information was provided regarding the proposed payment of £20,000. The applicant also contacted the Council in regards to potential projects the monies could be put towards.

Final Response:

The EA agree in principle to the removal of the initial objection subject to a suitably worded section 106 agreement and the condition. This is to enable offsite mitigation as close to the development site as possible to ensure compliance with your local plan policy DM11 and contribute towards Water Framework Directive actions.

Standard conditions of approval and informatives have been added to the decision as requested by the Environment Agency.

Policy Officer

Final response:

Whilst the applicant hasn't provided a firm methodology for assessing walking routes with regards to inclines, the sites previously excluded for that reason (H9, 10, 13 and 16) have been re-appraised, and it is agreed they are not available for the reasons stated. With regards to this, the justification given for the regularly shaped site requirement is accepted, in the context of an identified need for this type of housing.

Additionally those sites identified within the Council's most recent housing trajectory fitting the agreed selection criteria have now been assessed and none found reasonably available. There are no objections to the site exclusions, and Policy would consider the sequential test passed.

Given the scheme proposed is within Flood Zone 3a, it would also need to pass the exception test. The material provided from pages 1-10 within the sequential statement would make a case for the wider sustainability benefits to the community test being met.

Council Drainage Authority

Initial Comment:

Insufficient information has been submitted in regards to the flood mitigation measures for a new construction in a flood zone.

In response to this, the applicant provided a supplementary document detailing the flood resilient construction measures to be used for the foundations, floor and walls of the

building.

Final Comment:

The drainage officer has confirmed that the submitted statement is acceptable. No further conditions of approval or informatives are required.

Council's Highways Authority

Standard conditions required:

- Restricting residents from applying for parking permits;
- Submission of Construction Method Statement/Logistics condition; and,
- Submission of a Travel Plan.

Biodiversity Officer

In the interests of Development Management policies DM20 and DM21 (ecological protection and enhancement) I would expect to see the installation house sparrow terraces and bat boxes included.

Landscape Architect

- There is a proposed retaining wall running adjacent and parallel to the existing trees to the west of the site. There is no detail provided on the proposed retaining wall-foundations, extent, wall height.
- A Landscape Strategy drawing has been submitted and a palette of planting. No further detail or Landscape Masterplan, landscape aims and objectives have been submitted. There is a lack of landscape detail and the possible landscape plants would require review as to the actual suitability for the site, taking into consideration the site conditions and garden/ rooftop garden users. Trees would be required to provide more structure, shade, enclosure and enhance the biodiversity. Much more landscape detail is required.
- Additional details is required in regards to the landscape strategy for the rooftop amenity space;

Tree Protection Officer

As the arboricultural officer has not had access to specific design and engineering specifications regarding the proposed retaining wall, the recommendations are very generalised. The exact details of how the retaining wall is to be constructed & type/design of foundation to be used etc, should be specified and the method statement & TPP drawn up in relation to the proposals, to demonstrate that a retaining wall is feasible without undue tree impact.

A condition of approval is required to address these matters.

Environmental Health Officer

Conditions relating to contaminated land are required

Advertisement

Major Development

Posted: 15/02/2016

Notifications

Sent: 261

Replies: 10

Addresses Consulted

Extensive consultation has been carried out, which covers a wide area surrounding the site, along Marsh Road, Rayners Lane, Cecil Park, Howell Place, Ashridge Gardens, School Lane and Eastcote Road.

Summary of Responses

Objections:

- 5 storey height is too tall and out of scale of the site and surrounding development.
- A maximum of 3 storeys should be considered.
- Pinner population is already biased towards the elderly.
- The additional flats for elderly residents would put a strain on local services, in particularly the medical centre, which is already over capacity.
- The application site is an appropriate location for a medical centre.
- Pinner is losing its identity as a village due to the saturation of building of blocks rather than family homes.
- The proposal would increase traffic flow to an already congested area.
- 8 parking spaces for 27 flats is insufficient.
- The site plan omits a 12m monopole and associated equipment located on the footway outside the site. The omission of this implies that the developers are intending to removal this.
- The proposal would overlook properties in Ashridge Gardens and would cause a significant loss of privacy.
- The roof top amenity area would result in a loss of privacy and perception of overlooking to surrounding residents.

Support:

- In terms of design and appearance, the amended proposal is a vast improvement on the previous design.
- A Churchill development would be an asset in the centre of Pinner.

APPRAISAL

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

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

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

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

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

Further Alterations to London Plan (FALP) now post examination and may be given significant weight

MAIN CONSIDERATIONS

Principle of Development
Affordable Housing
Design, Character and Appearance of the Area
Residential Amenity
Traffic, Safety and Parking
Landscaping, Trees and Biodiversity
Accessibility
Development and Flood Risk
Contaminated Land
Sustainability
Environmental Impact Assessment
Statement of Community Involvement
Equalities Impact
S17 Crime & Disorder Act
Consultation Responses

Principle of Development

Proposed Land Use

The proposed development seeks to establish a part four storey / part five-storey building, to provide sheltered retirement accommodation for elderly residents. While the site is currently vacant, the last lawful use was a petrol filling station (Class sui generis). The site included a single storey building at the northern end, a canopy-covered fuel-filling area in the central part and a mechanical car washing facility to the south-west of the canopy. The applicant has indicated that the petrol filling station ceased trading at the end of June 201. Following this, the buildings were demolished and the site was levelled. Accordingly, at present, the site is entirely hardstanding.

There are no specific policies contained within the Development Management Policies Document (2013) that directly relate to the loss of petrol filling stations. Similarly, there is no specific policy within the London Plan. Accordingly, in the absence of any specific policies within the development plan to safeguard this type of use, and also considering the petrol filling station ceased operation and was demolished in late 2015, there are no objections to the redevelopment of the site.

Furthermore, the site is regarded as previously developed land for the purposes of the policies contained within the National Planning Policy Framework and the Harrow Core Strategy. These policies seek to redirect all new development the Harrow and Development Opportunity Area, to town centres and to previously developed land. On this basis, the proposal to develop this site is considered to be acceptable in principle.

In terms of the proposed use of the site, the proposal seeks to establish 29 sheltered retirement flats for elderly residents. This use would fall within Use Class C2 (category II) Retirement Living.

Paragraph 50 of the National Planning Policy Framework outlines that “local planning authorities should plan for a mix of housing based on current and future demographic trends, market trends and the needs of different groups in the community (such as, but not limited to, families with children, older people, people with disabilities, older people, people with disabilities, service families and people wishing to build their own homes).

London Plan policy (2015) 3.16 outlines the need for additional and enhanced social infrastructure provision to meet the needs of its growing and diverse population. It states that “development proposals which provide high quality social infrastructure will be supported in light of local and strategic needs assessments...Facilities should be accessible to all sections of the community and be located within easy reach by walking, cycling and public transport”. Further to this, 3.17 ‘Health and Social Care Facilities states that “proposals that provide high quality health and social care facilities will be supported in areas of identified need, particularly in places easily accessible by public transport , cycling and walking”.

The London Plan (2015) also identifies a need for specialist accommodation for older people (including sheltered accommodation, extra care accommodation and nursing home care). Paragraph 3.50b states:

“Research suggests that the choices open to older Londoners to move into local specialist housing may have been constrained through inadequate supply. Extending these choices through a higher level of specialist provision will in turn free up larger family homes for family occupation. Over the period 2015-2025, older Londoners may require 3,600-4,200 new specialist units per annum. At the mid-point of this range, these might be broken down broadly into 2,600 private units pa, 1000 in shared ownership and some 300 new affordable units. There may also be a requirement for 400-500 new bed spaces per annum in care homes”

Table A5.1 of The London Plan provides indicative strategic benchmarks to inform local targets and performance indicators for specialist housing for older people (including sheltered accommodation, extra care accommodation and nursing home care) between 2015 and 2025. The annual benchmark figure for Harrow is stated as 150 units.

Local plan policy DM 29 states that “the Council will support proposals on previously developed land for sheltered housing, care homes and extra care housing (across all tenures) for older people and those who may be vulnerable, provided that the proposal is accessible by public transport with good access to local amenities including shops and local facilities”.

The application site is located on the south-western side of Marsh Road, a busy route running from the south east of Pinner’s town centre. The application site has a Public Transport Accessibility Level of 3. The site is approximately 400m to the Pinner Station, while bus stops are providing directly opposite the site and approximately 120m on Eastcote Road. It is considered that the location of the application property, in highways terms, is highly sustainable and would comply with this part of Policy DM29.

The application site is located adjacent to a small parade of shops on Marsh Road, 300m from the High Street and 450m from Bridge Street; both streets having an extensive range of shops and amenities. Given the age of the future residents, accessibility to health services, fresh food shops, leisure facilities and other local

amenities are likely to be the key services of interest. Access to employment and education is not considered to be of significance. In this respect, it is noted that shops along Marsh Road include a newsagent, take-away shops, pharmacy, dry cleaners, and barbers. Off Marsh Road there is a library. The High Street includes restaurants, supermarkets and a range of retail and coffee shops. Given the proximity to the vast number of amenities, the proposed location is considered to satisfy policy DM29 in this respect.

It is noted that objections have been received from surrounding residents regarding the proposed use as sheltered accommodation for the elderly. Specifically, in light of the high amount of proposals for residential development within Pinner, it was suggested that the site should accommodate a medical centre to serve the growing population. While the need for additional health and social facilities is acknowledged, The London Plan also identifies the need for sheltered accommodation for the elderly. In this context, the proposal is considered to address the needs for social care facilities as outlined within policies 3.16 and 3.17 of the London Plan (2015).

In conclusion, having regard to the fact that there is no presumption against the loss of the site as a petrol filling station, and taking into consideration that the site is regarded as previously developed land, the proposed redevelopment is considered to be acceptable. Furthermore, given the site's good access to public transport and local amenities, the provision of sheltered accommodation is considered acceptable in the location, in accordance with Policy DM29 of the DMP. Notwithstanding this, given the site is located within floodplain zones 2 and 3, the proposed development of the site must meet the sequential and exceptions test as discussed below.

Functional Flood Plain

The Council's Strategic Flood Risk Assessment maps show that the site is located within floodplain zones 2 and 3. The site is therefore has a Medium – High Probability of flooding and is within the functional floodplain. Only essential infrastructure and water compatible development may be permitted within the functional floodplain.

Any development located within floodplains 2 and 3 requires a Sequential test to be applied as required by National Planning Policy Framework (2012), policy DM9 of the DMP and the adopted Strategic Flood Risk Assessment (Level 1 SFRA) Volume 1- Planning & Policy Report (2009). Following the Sequential test, it will also need to be demonstrated that the development would meet the Exception test as set out under the Technical Guidance to the National Planning Policy Framework.

The applicant has submitted a Sequential Assessment (SA). Since the submission of this application, the applicant has updated the SA to incorporate comments by the Council's Policy Officer in regards to the selection criteria and site selection. The amendments are discussed as follows:

The applicant initially proposed the following parameters:

- within 0.5mile level walk to town centre shops and amenities;
- regularly shaped and between 0.3 and 1.5 acres;
- reasonably available;
- site must be lower risk of flooding than the application site; and,
- site must be able to accommodate a single block development without unacceptable impact on the character of the area.

Further detail was requested as to the methodology for judging whether the walk to the centre would involve a long or steep climb. It was noted that a number of sites were dismissed for this reason, and given many services in Pinner require walking uphill, therefore a comparison of the ascent or difficulties in accessing services from the discounted sites relative to Marsh Rd should be provided.

All other selection criteria were accepted.

With regards to the selection of sites, it was noted that the applicant solely focused on those allocated within the Development Plan. In addition to these sites, it was requested that sites identified within the Council's most recent housing trajectory (fitting the agreed criteria) were also considered and assessed.

An updated Sequential test was prepared in response to these comments. Whilst the applicant didn't provide a firm methodology for assessing walking routes with regards to inclines, the sites previously excluded for that reason (H9: Jubilee House, 10: Land at Stanmore Station, 13: Wolstenholme, Rectory Lane and 16: Hills Yard, Bacon Lane) have been re-appraised, and it is agreed they are not available for the reasons stated. Additionally those sites identified within the Council's most recent housing trajectory fitting the agreed selection criteria have now been assessed and none found reasonably available.

Accordingly, the Council's Planning Policy Officer has confirmed that there are no objections to the site exclusions and has concluded that the SA has passed.

In terms of the Exception Test (ET), the applicant has put forward some justification to the wider sustainable benefits of the development, which includes the provision of a high quality development in a sustainable location, delivery of new sheltered homes for the elderly and has provided a site-specific flood risk assessment to demonstrate that the proposal would be safe and would not give rise to risk of flooding within the site and elsewhere. The Council's drainage authority is satisfied with the submitted flood risk assessment for the site. While the proposed development does not include the naturalisation of the river banks (as discussed in detail below), an off-site contribution aimed towards enhancing the ecology and biodiversity of the surrounding area has been agreed. On this basis, the exception test has also been met.

Conclusion

In conclusion, the proposed redevelopment of the vacant site within a functional flood plain has met the requirements of the sequential and exception tests in line with the above policies. Furthermore, the cash-in-lieu payment (as discussed in detail) would allow for river corridor enhancement works in the surrounding area which would not have been possible had this site not come for redevelopment. The site is regarded as previously developed land and the proposed development is considered to be acceptable within this context. On this basis, the proposal is considered to be acceptable with regard to the above policies.

Affordable Housing

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

viability of the scheme. Such requirements are in line with London Plan policy 3.12.A/B which requires the maximum reasonable level of affordable housing to be provided. The reasoned justification to policy 3.12.A/B of The London Plan 2015 states that boroughs should take a reasonable and flexible approach to securing affordable housing on a site by site basis. As noted under section 1 of the appraisal, the consolidated London Plan 2015 designates Harrow and Wealdstone as an Opportunity Area and seeks to increase the minimum annual housing target for Harrow from 350 to 593 per annum.

Policy 3.11A of The London Plan sets out that of the 60% of the affordable housing should be for social and affordable rented accommodation and 40% for intermediate rent or sale of the overall affordable housing provision on any given development site. Policy 3.11B sets out that individual boroughs should set out in their LDF the amount of affordable housing provision needed.

Having regard to Harrow's local circumstances, Policy CS1 (J) of the core Strategy sets a Borough-wide target for 40% of all homes delivered over the plan period (to 2026) to be affordable, and calls for the maximum reasonable amount to be provided on development sites having regard to the following considerations:

- The availability of public subsidy;
- The housing mix;
- The provision of family housing;
- The size and type of affordable housing required;
- Site circumstances/ scheme requirements;
- Development viability; and,
- The need to meet the 40% Borough-wide target.

Policy DM24 (Housing mix) of the Development Management Policies Local Plan document supports proposals that secure an appropriate mix of housing on site. The policy undertakes to have regards *inter alia* to the target mix for affordable housing set out in the Planning Obligations SPD and the priority to be afforded to the delivery of affordable family housing.

It is noted that application P/2304/15 included the following reason for refusal:

The applicant has failed to supply an appropriate affordable housing viability assessment or supporting evidence which demonstrates that the maximum level of affordable housing that could be feasibly provided. Therefore the proposed development fails to address strategic housing objectives including the provision of mixed, balanced and sustainable communities, contrary to the National Planning Policy Framework (2012), the National Planning Policy Practice Guidance (2014), policies 3.11, 3.12 and 3.13 of The London Plan (2015), core policies CS1(I) and CS1(J) of The Harrow Core Strategy (2012) and policy DM 24 of the Harrow Development Management Policies Local Plan (2013).

Notwithstanding this, within refused scheme P/2304/15, it was agreed between the Local Authority and the applicant that a financial contribution towards the provision of off-site affordable housing was the accepted option for this development. In this respect, the Financial Viability Assessment submitted with this application proposed a contribution of £260,583.00.

An independent assessment of the Financial Viability Assessment concluded that an affordable housing contribution of £260,583.00 is not the optimum amount that the

scheme could viably provide. Alternatively, it was demonstrated that the proposed scheme could viably provide an off-site contribution payment towards affordable housing of £470,000. The applicant has agreed to this payment.

The Council's Housing Enabling Team has confirmed that no objections are raised in this respect. Accordingly, it is considered that the affordable housing contribution, subject to appropriate mechanisms to secure its provision through the s106 agreement, would be consistent with the objective of maximising affordable housing output from the site. For these reasons, the proposed development would accord with the spatial development strategy for the borough set out in the Core Strategy, whereby providing the development within the borough that would be in a coherent, efficient and effective manner, according with National Planning Policy Framework 2012, Policy 3.5A of The London Plan 2015 and policies CS1.A and CS1.B of the Harrow Core Strategy 2012.

Design, Character and Appearance of the Area

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

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

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

Marsh Road is characterised by a mixed pattern of development with varying styles of buildings depicting the era that the buildings were built in. Specifically, development further south along Marsh Road is generally characterised by traditional, two-storey detached and semi-detached dwellings. A more modern four storey commercial building (Evans House), constructed of redbrick and metal cladding is located to the south of the site. This property has been converted to flats under prior approval. Pinner Library is located opposite. Further north along Marsh Road, towards the railway line, is Monument House, a 4 storey 1980's purpose built office block. This northern end of Marsh road also includes a parade of 2 storey terraced properties, comprising of ground floor commercial units with residential/ offices above. These appear to be 1920's/ 30's construction. On the northern side of the railway bridge is Bridge Street and High street, which fall within the boundary of Pinner High Street Conservation Area.

Within the surrounding context, there is an extant planning permission (reference P/4013/14) to redevelop the former George Public House. This permission allowed for the redevelopment of the site to provide a part four / five / six storey building comprising 25 flats and flexible commercial floorspace. This construction of this approval would introduce a high standard of contemporary architecture to the surrounding context.

The application site is currently vacant in terms of use, but has been used most recently as a petrol filling station. The site is also void of any physical structures. Whilst it is noted that an objection was received in relation to the loss of the petrol station and associated structures, the buildings occupying the application site were not afforded any protection

by virtue of being listed or within a conservation and as such, the demolition of these structures did not require planning permission. Furthermore, there are no specific policies contained within the Development Management Policies Document (2013) that directly relate to the loss of petrol filling stations.

Siting & Layout

It is acknowledged that the previously refused scheme (ref: P/2304/15), included the following reason for refusal, relating to the design and appearance of the new build:

'The proposed building, by reason of its contrived roof form, proximity to the highway, bulk and massing and unacceptable design would give rise to a form of development which would be disproportionate, incongruous in appearance and overly dominant. The proposed building would appear visually obtrusive and overbearing to the detriment of the character and appearance of streetscene, and the visual amenities of the area'.

Within the refused scheme, the building was located 2.7m from the public footpath and 1.5m from the north and south boundaries. It was considered that the proximity of the development to the back edge of the pavement failed to provide a sufficient defensible barrier or a reasonable sense of privacy to the future occupiers. The building also failed to respect the existing building line of the neighbouring buildings, which are generally sited further from the pavement.

The siting of the building was also considered to result in issues in terms of the overall layout of the site. Specifically, the close proximity of the front balconies and ground floor amenity spaces to a busy main road and existing street tree was considered unacceptable. The lack of ground floor amenity space was also raised as an issue.

In response to this, the amended scheme has been set back from the Marsh Road frontage by an additional 1.7m. No significant amendments have been made to the setback from the side boundaries. It is considered that the increased setback from the Marsh Road frontage (1.7m), the reduction in the depth of the building and the amendments to the design which result in a stepped, articulated frontage, adequately address the concerns raised within P/2304/15. Specifically, the front elevation is now set back from the Marsh Road frontage by a maximum distance of 5.0m, with a distance of 3.2m from the front projections. The maximum depth of the building has also been reduced from 21.5m to 18.5m. Accordingly, when considered in context with the surrounding development on this side of Marsh Road, the proposed new build would generally follow the established front building lines. While the north-eastern corner of the building remains to sit marginally forward of no. 137-149 Station Road, given the curvature in the road and the separation provided by the adjoining access road, this difference would not be overly discernible within the streetscene.

The increased setback from Marsh Road and the reduced depth of the building also improves the overall layout of the site, allowing for improved circulation around the building and a suitable arrangement of hard and soft landscaping.

Ground level planting, areas of hard landscaping and a low-level hedge would be located along the front of the building, which would soften the frontage along Marsh Road and would enhance the overall appearance of the development. While concerns were previously raised to the proximity of the front facing amenity areas to Marsh Road, the increased setback is considered to address this concern. In addition, it is also intended to line the front of the building with soft landscaping which would serve a dual

purpose in creating a soft/ green landscaped corridor and to also provide a defensible area between the proposed public realm and the ground floor units. Notwithstanding, in order to ensure an adequate degree of privacy is maintained to the ground floor units, a condition of approval will require further detail regarding the proposed defensible planting. Given the site constraints and the location of the site along a busy road, it is considered that any form of landscape feature to the front of the building would enhance the development at this location, which at present has no formal landscaped areas.

While further concerns were raised in regards to the siting of the building to an existing street tree, the applicant has submitted an arboricultural impact assessment addressing the impacts on this tree. This will be discussed in forthcoming sections of this report.

Within the amended scheme, the layout of the rear of the site has been altered to accommodate required changes to the car parking area. Specifically, the hardstanding area has been increased to accommodate wheelchair parking bays, cycle parking and an electrical charging point. The layout has also been amended to provide improved access to the refuse storage and cycle / buggy storage areas. As a result, the landscaped area, which was previously considered to be unacceptable as an amenity space due to its size and location, has now been further reduced. While this loss of soft landscaping is regrettable, the requirement to retain 8 parking spaces was considered imperative to the favourable recommendation of the proposed scheme. However, in order to compensate for the loss of soft landscaping at the rear of the site, the LPA has confirmed with the applicant that the provision of soft and hard landscaping must be provided to a high standard. Specifically, soft landscaping and boundary planting should be provided where practical and the palette of materials utilised within the hard landscaping must relate well to the proposed building. A planning condition will ensure that an appropriate landscape strategy is agreed prior to works commencing on site. Furthermore, as the amended scheme includes a rooftop garden, the reduction of the ground floor landscaped area does not raise concerns in regards to amenity space.

While it is acknowledged that the proposed site coverage of the new build is substantial, the revised siting of the building appropriately relates to the surrounding development and allows for a suitable amount of soft landscaping to enhance the appearance of the property within the streetscene. Accordingly, the revised siting of the building and associated alterations to the layout of the site are considered acceptable in addressing the reason for refusal raised within P/2304/15.

Massing and Scale

Within refused scheme P/2304/15, the massing of the proposal was considered unacceptable given the siting of the building and the excessive depth of the flank elevations.

As discussed, the combination of the amended siting, reduction to the depth of the building and the articulated contemporary design are considered to reduce the overall bulk and dominance of the proposal, therefore overcoming the previous reason for refusal.

In terms of height, the proposed building would include a maximum height of 5 storeys. The recessed fifth storey element would only extend over part of the development, with the remaining building being 4 storeys in height. Furthermore, the use of metal cladding ensures that the fifth floor would be distinguished from the appearance of the lower levels, thereby breaking up the mass of the building. The inset of the fifth floor from all

parapets ensures that this top floor appears as a recessive element, which does not dominate the appearance of the building within the streetscene.

It is noted that a number of objections have been received with respect to the part four / part five storey height of the building. In addition to this, comments have been made in regards to the scale of the building being inappropriate within a village setting. Whilst it is noted that many local residents still associate Pinner as a village, it is important to point out that for the purposes of the development plan, the application site is in close proximity to the designated district town centre. Accordingly, whilst there are examples of the old village mainly around the High Street area, the area is densely developed to the extent that it would now be categorised as an urban area due to the varying scale and uses that are more associated with an urban form of development.

When considering the proposed height in context with the surrounding area, it is noted that the four-storey element of the building would be in keeping with the pitched roofs of the adjacent three-storey terrace building, located to the north-west of the site (no. 137-149). While the five storey element would extend marginally higher than this adjoining terrace, given the bulk of the fifth floor has been set away from the north-western end of the building and also considering the separation between the buildings, the difference in height would not be overly discernible within the streetscene. Furthermore, the maximum height of the building would not exceed that of the adjoining property to the south-east, Evans House.

Accordingly, when considering the character and massing of surrounding development, together with the amended siting and reduced width of the new build, the height and proportions of the proposed development is considered acceptable.

Architecture

Within refused scheme P/2304/15, the proposed roof form of the more traditional style building was considered to be overly complicated. Specifically, the roof included a number of pitches that altered the character of the building from the front, rear and side elevations and resulted in an incongruous design. Overall, the roof design was considered unacceptable as it would unbalance the building to the detriment of the character and appearance of the surrounding locality.

Within the amended scheme, the applicant has replaced the traditional pitched roof design with a more contemporary style, which includes a recessed flat roofed fifth floor. The building elevations now incorporate a stepped design with projecting elements and recessed balconies to provide articulation to the facades. Overall, the generous window pattern and use of projecting elements with recessed balconies, results in a coherent and legible façade to the building along Marsh Road.

The articulation in design is continued within the proposed roof profile. Specifically, small steps are proposed within the height of the roofline in line with the projecting elements below. The proposal plans demonstrate a white parapet line and the extension of glazed screening panels atop of the roofline. The proposed parapet should be constructed in materials that complement the proposed building, while the parapet detailing should provide an appropriate termination to the roofline. Furthermore, the proposed glazed panels should be set behind the parapet to obscure their presence within the streetscene. Accordingly, a condition of approval will require that further information is submitted in this respect.

The generous solid to void ratio and legible pattern of fenestration helps to delineate each of the proposed storeys, while the use of Juliet balconies within the front elevation provides a degree of vertical emphasis to the proposal. Overall, it is considered that the pattern of fenestration and inset balconies would provide a sense of rhythm and legibility to the building. Details have not been submitted to demonstrate the depth of the reveals to the windows or full-length doors. Providing depth to these elements is important as this ensures that there would be sufficient articulation within the elevations. It is therefore considered reasonable that a condition requiring details of the reveal depth of the proposed fenestration is attached to this decision.

On the rear elevation of the building, it is proposed to include projecting balconies. This design of balcony would not be widely visible from the surrounding area and as such, is considered acceptable. In addition, the balconies would assist in providing natural surveillance into the rear car parking area.

In terms of the appearance of the building, the applicant is seeking to use two tones of brick. A red / orange brick finish would be utilised throughout, with a darker brick (grey / brown) at ground floor level. The use of the two tones of brick is considered to be a successful method to provide visual articulation to the building. The top floor would be constructed of fibre cement wall cladding, while the windows and doors would be dark grey uPVC. The balconies would include glazed panels with aluminium railings. In line with the proposed balcony railings, the use of aluminium for the proposed windows and doors is favourable to uPVC in quality and appearance. While the principal materials are generally considered to be acceptable, the final palette of materials will be subject to a pre-commencement condition requiring samples and further information on specific detailing of the materials, including alternatives to uPVC.

Refuse and Servicing

It is proposed that a refuse storage area is located to the rear of the site adjacent to the car parking area. The refuse store is accessible externally by residents and has doors which remain locked at all times when not in use. Harrow Council's '*Code of Practice for the Storage and collection of Refuse and Materials for recycling in domestic properties*', was consulted to determine the amount of space needed for the refuse room. Due to this, the size and layout of the proposed refuse storage shelter reflects the capacity required for this development and complies with Policy DM45 of the Development Management Plan policies. Notwithstanding this, no further details have been provided regarding the scale and appearance of this structure. A condition of approval will require further details in this respect.

The applicant's Design and Access statement indicates that the Lodge Manager would be responsible for taking bins to an area outside of the refuse storage area prior to refuse collection. It is therefore considered that the proposed servicing, subject to appropriate conditions, would be satisfactory and would accord with the Development Management Plan policies.

In conclusion, the proposed development would provide a good quality development on the vacant site. The contemporary design of the building would add positively to the built form, setting out a high quality contemporary design that other developments in the town centre will set as a standard. It is considered that the development proposal overcomes the design lead reason for refusal within P/2304/15 and would accord with policies 7.4.B and 7.6.B of the London Plan 2011, policy CS1.B of The Harrow Core Strategy 2012 and policy DM1 of the Development Management Policies Local Plan 2013.

Residential Amenity

Residential Amenity of Future Occupiers

Policy 7.6B, subsection D, of The London Plan (2015) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.

Policy DM1 of the DMP seeks to ensure that “proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted”.

Policy 3.5C of The London Plan requires all new residential development to provide, amongst other things, accommodation which is adequate to meet people’s needs.

The proposed development is a purpose built scheme to provide sheltered accommodation for elderly people. The applicant, Churchill Retirement Living, has indicated that the self-contained apartments would be sold with a lease containing an age restriction which ensures that only people of 60 years or over (or those over this age with a partner of at least 55) can live in the development. The development would provide 29 units, comprising 8 x 2 bedroom flats and 21 x 1 bedroom flats.

A lodge manager would be employed to provide assistance and security for the residents. The manager would be on call during normal working hours, however, at times when the manager is off site, there is an emergency alarm system fitted in each of the apartment and communal areas for use by the residents in an emergency. The residents would also have the option of an emergency button on a pendant which would activate this alarm.

An owners lounge and library would be provided at fifth floor, for use by all of the residents and their guests. In addition to the use of this space for leisure purposes, this area would be used for special events and residents meetings. A communal landscaped garden would also be located at this level.

Internal Layout

The applicant has confirmed that the building has internal layouts, specifications and construction details that would allow safe and convenient use by owner and visitors and would meet the requirements of Part M of the current Building Regulations. It is an essential feature of Category II types sheltered housing that access within the building is achievable without the needs for steps, with level floor plans provided throughout the development. Accordingly, the proposed development has lift access to all floors. The staircases are also designed to suit the needs of ‘ambient disabled’ people in accordance with the Building Regulations.

In terms of individual rooms and units, the applicant has indicated that each of the rooms and private amenity space would accommodate the required 1500mm manoeuvring area. All units would also be wheelchair adaptable. The flats would comply with the minimum room and flat space standards as required by the London Plan (2015).

In terms of the layout and relationship between the proposed flats, despite some minor conflicts identified between the horizontal stacking of the units, on balance the layout would not result in an undue level of noise and disturbance to the future occupiers.

Furthermore, as a new build construction, the building would be rigorously tested regarding sound insulation internally.

Although the proposed flats include windows within the flank elevations, these would be finished in obscured glazing. In this context, all of the flats are considered to be single aspect. Whilst the preference would be dual aspect units, the proposed units would have east and west facing aspects and thereby each unit would receive adequate levels of natural daylight and sunlight. Furthermore, given the layout and relatively narrow configuration of the units, all habitable rooms would be served by an appropriate level of outlook and natural light.

It is noted that the previous scheme (P/2304/15) included a reason for refusal relating to the amenity of the future occupiers of ground floor flats 2, 3, 4, 5 and 6. Specifically, it was noted that these flats were sited in close proximity to the public highway and would be separated from the pavement by only a thin strip of landscaping (1.3m deep). This landscaped buffer zone was considered to be inadequate for the future occupiers of these flats as it would likely result in unacceptable levels of noise and disturbance, as well as overlooking and a loss of privacy.

As previously discussed, the scheme has been amended to include an increased setback from Marsh Road. A distance of approximately 5.0m would now be maintained between the front facing windows and the public footway. A distance of approximately 3.0m would be provided to the front facing private amenity spaces. Notwithstanding this, while it is noted that the level of privacy maintained to the ground floor windows would to some degree be affected, the use of a defensible buffer zone can ameliorate this. While the proposal plans demonstrate the inclusion of defensible planting outside these windows and amenity areas, further detail is required in this respect to ensure that the defensible barrier / screening is sufficient in protecting the privacy of these residents. Notwithstanding this, it is acknowledged that this relationship is not uncommon in flatted developments and would not result in a substandard level of accommodation to these residents.

In terms of private amenity space on the upper floors, all balconies within the front elevation of the building would be recessed and in general, the return stepped element of these balconies would provide screening for these private amenity areas. The projecting rear balconies would include obscured privacy screens. Where there are instances when two balconies adjoin, these would be provided with privacy screens to protect the privacy of the occupiers of each respective unit. The detail for the privacy screens will be conditioned to ensure that an appropriate form of material is used and that the correct level of obscurity is achieved. This is of specific importance for the proposed one bedroom flat at fifth floor, to ensure that the occupiers do not experience an undue loss of privacy from the users of the communal amenity space.

Outdoor Amenity Space

Policy DM1 of the DMP seeks to *inter alia* ensure that development proposals provide an appropriate form of useable outdoor space. This is further reinforced under paragraph 4.64 of the SPD requires that residential development should provide appropriate amenity space.

The applicant has demonstrated that a form of private amenity space would serve each of the units. The ground floor units would include small courtyard areas, while the upper levels would include roof terraces.

While the private amenity spaces would all meet the minimum depth of 1.5m set out in the Mayors SPG, in some cases, the amenity areas fall marginally short the minimum space standard of 5sqm. Notwithstanding this, it is considered that the marginal shortfall would be offset by the provision of a 130 sqm communal roof garden. Given the nature of the residential accommodation and scale of the development, it is considered that the communal roof garden is an appropriate form of amenity space for the future occupiers. Notwithstanding this, a condition of approval will require further detail regarding the layout and landscaping of this area.

In conclusion, subject to the imposition of appropriate planning conditions aforementioned, it is considered that the proposed internal layouts, specifications and management of the proposed development is compliant with the aspirations, principles and objectives of the National Service Framework for Older People (2001) and would provide an acceptable standard of accommodation, in compliance with policies 7.4B and 7.6B of The London Plan (consolidated with alterations since 2011)(2015), policies DM1 and DM30 of the DMP and the Council's adopted Supplementary Planning Document 'Residential Design Guide (2010)' in that respect.

Impact on neighbouring properties

The proposed development would introduce 29 residential units to the application property. It is likely that up to a maximum of 58 people would occupy the proposed development. Given the mixed character of the surrounding area and also considering the location of the site on a busy road, close to the Pinner District Centre, the proposed development would not unacceptably exacerbate any existing levels of noise and disturbance experienced within the area. In this respect, any potential amenity impacts would be limited to the scale and siting of the proposed building.

The application site adjoins Marsh Road to the east, unadopted vehicular access roads to the north and south and the bank to the River Pin to the south. In this context, the proposed new build would not directly adjoin the surrounding development. Notwithstanding this, an assessment of the potential amenity impacts on surrounding residents has been undertaken:

Evans House

Evans House, a four storey office to residential conversion building, is located to the south-east of the site, on the opposite side of the private vehicular access road. The ground floor of the building is located approximately 10m from the flank elevation of the new build, while a separation of 13.6m is provided to the upper floors.

Refused scheme P/2304/14 included the following reason for refusal, relating to the impact on the amenity of Evans House:

'The building reason of excessive bulk and siting would be overbearing and result in the loss of light and outlook to the detriment of the residential amenities of the occupiers of Evans House, contrary to policy 7.6B of The London Plan (2015), policy DM1 of the Development Management Policies Development Plan Documents and of the adopted Supplementary Planning Document Residential Design Guide (2010).'

Specifically, the officer's report identified that the flank windows within the northern elevation of Evans House serves habitable rooms. Contrary to paragraph 4.68 of the Residential Design Guide SPD, the proposal interrupted the 45 degree horizontal splay

from these flank windows, resulting in a loss of light. Given the proximity to these windows and the overall bulk of the new build, it was also considered that the proposal would result in an overbearing impact to these flank wall windows.

As aforementioned, the amended scheme represents significant changes to the overall design, massing and siting of the building. In addition to this, the applicant has submitted a light and outlook study (DWG No. 40017PN/SK102), demonstrating that the proposal now meets the 45 degree horizontal and vertical splay, in accordance with paragraph 4.68 of the SPD. In this respect, the amended scheme is not considered to result in an undue loss of light to the habitable room windows of Evans House.

While the previous scheme also included a loss of outlook from Evans House as a reason for refusal, it is considered that the redesign of the building and appropriate articulation provided to the southern flank elevation would result in a suitable level of outlook from the north facing windows of Evans House.

In terms of real and perceived overlooking, it is noted that windows have been provided at first, second and third floors, within the southern flank elevation of the proposal. These windows serve living areas, bedrooms and hallways. While the applicant had originally proposed smaller windows within this flank elevation, these windows were enlarged in response to officer's recommendations. Specifically, given the previous concerns relating to loss of outlook from Evans House, it was considered that larger windows would help to break up the solid areas of the flank elevation, adding articulation and visual interest. It is considered that a condition requiring these windows to be unopening and constructed of obscured glazing would sufficiently restrict overlooking between the flank windows of these buildings. Furthermore, given the location of the roof terraces, it is not considered that any direct overlooking would result in this respect.

Accordingly, the amended proposal is considered to sufficiently overcome the previous reason for refusal and would have an acceptable impact on the occupiers of Evans House.

137-149 Marsh Road

No. 137-149 Marsh Road is a three-storey end of terrace property, located to the north-west of the application site. This property includes a commercial ground floor with residential above. A vehicular access road and parking area separates the application site from this property (approximately 11m).

While the application property sits marginally forward of the building line of this neighbour, this would not have an impact on the amenity of the upper floor residents due to the separation provided by the vehicle access road and also the curvature at this part of Marsh Road. As this property does not include flank wall windows oriented towards the application site, it is also considered that the proposal would not have an impact on the outlook of these residents. Notwithstanding the absence of flank wall windows, a condition of approval would require the proposed windows in the northern flank of the proposal to be fixed shut and constructed of obscured glazing.

Properties at Ashridge Gardens

The site backs on to the bank of the River Pin at the rear. On the opposite side of this bank is the rear of properties at Ashridge Gardens. Objections have been received from residents of this street, raising concerns in regards to overlooking and a loss of privacy as a result of the roof terraces.

A minimum distance of 32m separates the rear elevation of the proposed development from the rear elevation of the closest properties at Ashridge Gardens. In this respect, no loss of light would occur to these neighbouring properties. While some degree of mutual overlooking is not unusual given the compact nature of the urban built form, it is considered that the separation distance would severely restrict the potential of overlooking. While concerns were raised in regards to the impact of the rear facing terraces, a condition of approval will require that further details regarding the screening of these areas is provided to the LPA for approval prior to development commencing.

Properties on the opposite side of Marsh Road

While the application site primarily sits opposite the Pinner library, the eastern side of Marsh Road is generally characterised by two-storey detached and semi-detached dwellings. Given these properties are located over 20m from the proposed building, it is considered that there would be no detrimental impacts to the amenity of these properties.

Accordingly, the proposed development would have an acceptable impact on the amenities of neighbouring occupiers, and would therefore accord with the aims and objectives of policies 7.4B and 7.6B of The London Plan (2015), Core Policy CS1B of the Harrow Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Plan (2013), and the adopted SPD: Residential Design Guide (2010).

Traffic, Safety and Parking

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also contribute to wider sustainability and health objectives. It further recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas. London Plan policy 6.3 states that 'development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed'. Policies 6.9 and 6.10 relate to the provision of cycle and pedestrian friendly environments, whilst policy 6.13 relates to parking standards. Core Strategy policy CS1.Q seeks to 'secure enhancements to the capacity, accessibility and environmental quality of the transport network', whilst policy CS1.R reinforces the aims of London Plan policy 6.13, which aims to contribute to modal shift through the application of parking standards and implementation of a Travel Plan.

Policies DM26 and DM42 of the DMP give advice that developments should make adequate provision for parking and safe access to and within the site and not lead to any material increase in substandard vehicular access.

The application site is located within an area with a PTAL (public transport accessibility level) of 3. The site and surrounding area is well served by public transport both in bus and rail terms with relatively extensive parking controls in the surrounding residential streets.

The proposed development would include 8 parking spaces within a car parking area to the rear of the building. An electrical charging point and two wheelchair accessible bays would be provided. The applicant has indicated that the site has the benefit of an established right of way giving vehicular access to the land immediately south of the site. Accordingly, vehicular access to the site would be taken from Marsh Road. The

secondary access to the site will be closed.

The applicant has provided a transport assessment (TA) in support of the proposal which concludes that the proposal would be acceptable in terms of highway safety and transport congestion. Specifically, it is noted that the site is located within walking distance to local shops and services. A local bus service, with stops located opposite the site, also links the proposed development to these retail areas.

In terms of on-site parking, the TA indicates that the provision of 8 spaces is considered appropriate based on evidence from similar established sheltered housing sites. Furthermore, when considering the permitted use of the site as a petrol filling station, it is considered that the proposed development would result in a net reduction of trips.

While concerns have been raised by surrounding residents in regards to the provision of parking, on balance, the proposed ratio of car parking is considered to be acceptable for the use of the site. As previously demonstrated through compliance with the sequential test and Policy 20 of the DMP (2013), the application site was selected due to its easy and close proximity to public transport and local amenities. In this context, it is reasonable to consider that car ownership within sheltered housing developments is generally lower than a C3 residential development. Notwithstanding this, a condition of approval and legal agreement would be entered, restricting the future residents from applying for parking permits. This restriction would not apply to blue badge holders.

Given the above, it is considered that the on-site parking would predominantly accommodate visitors. No information has been provided regarding the management of the parking or proposed travel arrangement for staff and visitors. Accordingly, the submission of a Travel Plan is required by way of a condition of approval.

Secure and readily accessible cycle parking has been demonstrated at the rear of the building. The Highways Authority has noted that a lower provision for cycle parking could be permitted for this development given the target market. Specifically, in accordance with London Plan requirements (2015), cycle parking could be provided at 1 space per 5 staff (long stay) and 1 space per 20 bedrooms. Accordingly, the provision of 4 spaces is acceptable in this case.

It is therefore considered that the development would not result in any unreasonable impacts on highway safety and convenience and subject to safeguarding conditions would therefore accord with policies DM26 and DM42 of the DMP (2013).

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

Landscaping, Trees and Biodiversity

Policy 7.21B of The London Plan (2015) states that “Existing trees of value should be retained and any loss as the result of development should be replaced following the principle of ‘right place, right tree’. Wherever appropriate, the planting of additional trees should be included in new developments, particularly large-canopied species”.

Policy DM 20 seeks to protect biodiversity and access to nature outlining that “*The design and layout of new development should retain and enhance any significant existing features of biodiversity value within the site. Potential impacts on Biodiversity*

should be avoided or appropriate mitigation sought. Where loss of a significant existing feature of biodiversity is unavoidable, replacement features of equivalent biodiversity value should be provided on site or through contributions towards the implementation of relevant projects in Harrow's Biodiversity Action Plan."

Policy DM 21 of the Harrow Development Management Policies Local plan (2013) seeks to enhance biodiversity and access to nature stating "A. *Opportunities to enhance locally important habitats and to support locally important species will be sought in accordance with the Harrow Biodiversity Action Plan. Where possible, proposals should secure the restoration and re-creation of significant components of the natural environment as part of the design and layout of development. Particular attention will be paid to:*

- a. green corridors and green chains, including the potential to extend or add to the network;*
- b. gardens, including planting for wildlife, green roofs and green walls;*
- c. landscaping, including trees, hedgerows of historical or ecological importance and ponds;*
- d. allotments; and*
- e. habitat creation, such as nesting and roosting boxes, especially when replacing an old building that provided certain habitats."*

Policy DM 22 of the Harrow Development Management Policies Local plan (2013) seeks the following:

B. Development proposals will be required to include hard and soft landscaping that:

- a. is appropriate to the character of the area;*
- b. is well laid out in terms of access, car parking and the living conditions of future and neighbouring occupiers;*
- c. achieved a suitable visual setting for the buildings; provides for sufficient space for new or existing trees to grow; and,*
- d. supports biodiversity.*

Tree Protection

Application P/2304/14 included the following reason for refusal:

The application has failed to demonstrate that the development would not result in the loss of the tree sited on the boundary with Marsh Road, which is of significant amenity value, as a result of post development pressure, to the detriment of the character and appearance of the surrounding area, contrary to policies 7.4B and 7.21B of The London Plan (2015) and policy DM22 of the Harrow Development Management Policies Local Plan (2013).

In response to this, the proposed building has been set further from the boundary with Marsh Road. Furthermore, the new application has been supported by an Arboricultural Assessment and Method Statement, prepared by Barell tree consultancy.

This report concludes that while no trees would be lost as a result of the proposal, construction activity may affect trees if appropriate measures are not taken. The report identifies potential trees at risk from the proposed development and provides generic recommendations on the protection of these trees during construction.

While it is considered that the increased setback from Marsh Road would lessen any impact on this tree, specific protection measures are required. In this respect, the applicant has indicated that temporary ground protection would be installed during the

construction phase, which will be removed without digging into the soil below. Although further details are required in this respect, it has been demonstrated that the previous reason for refusal is able to be overcome.

A review of the proposal demonstrates that a retaining wall is to be constructed at the rear of the site. Various mature trees run parallel to this boundary. The exact details of how the retaining wall is to be constructed and the type / design of foundation to be used has not been specified. Furthermore, without access to the design and engineering specifications, the arboricultural report has only been able to provide generic recommendations for the protection of these trees.

The Council's tree protection officer has reviewed the document and has advised that a site specific method statement and tree protection plan is required to demonstrate that the retaining wall is feasible without undue tree impact. A pre-commencement condition has been attached to this decision requiring this submission and approval of this information prior to development.

Accordingly, subject to the approval and compliance with this condition, the proposal is considered to comply with Policy DM22 of the DMP (2013).

Landscaping

Given the significant site coverage and areas of hard standing associated with the development, the proposal would leave minimal space for meaningful soft landscaping. Specifically, due to the proximity of the building to the side boundaries, landscaping would be restricted to the area to the front of the building and to the rear. While it is acknowledged that the overall amount of soft landscaping has been reduced from the refused scheme, this is due to the amendments required to the rear parking area. These amendments were fundamental in securing a positive recommendation for the proposal. Notwithstanding this, due to the amended siting of the building, the current proposal represents a larger area of soft landscaping along the Marsh Road frontage. Given the minimal areas for landscaping, the applicant has been advised that the Local Authority will be seeking a high standard of soft landscaping and planting to soften the appearance within the streetscene and from surrounding properties. The areas of hardstanding must also be finished to a high standard, consisting of a palette of materials that complements the building.

In this context, and despite the submission of a landscape plan by the applicant, the Council's Landscape Architect has requested that detailed information is submitted to the LPA for approval, relating to landscaping (hard and soft), planting and levels. Specifically, the Landscape Officer has advised that the native planting proposed for the site is inappropriate. The applicant has been advised that the planting should include ornamental planting, suitable for a garden space.

Further concerns are raised in regards to the landscaping of the proposed roof terrace and the specifications of the green roof. The applicant has been advised that the proposed planting at this level would need to be robust and able to endure the exposed location, which is prone to different weather and microclimate. Further details relating to the maintenance and management of the green roof are required.

As previously discussed, the applicant is also required to submit details of the proposed retaining wall, located adjacent the rear boundary. This information should include details of heights, width foundations and impacts on the surrounding spaces.

Accordingly, while it is acknowledged that a significant amount of further detail is required in regards to the proposed landscaping, the applicant has displayed willingness to work with the Council's Landscape Officer to ensure the current concerns are addressed to the Council's requirements. Furthermore, it is not unusual for this type of information to be requested by way of pre-commencement condition. In this respect, subject to the aforementioned conditions, the proposal is considered to comply with Policy DM22 of the DMP 2013.

Biodiversity

Following initial comments from the Council's Biodiversity Officer, the proposal has been amended to include the installation of house sparrow terraces and bat boxes. As recommended, these features have been incorporated into the building. Accordingly, it is considered that the ecological and aesthetic value of the area would be enhanced and the development would thereby comply with policies DM 20 and 21 of the DMP (2013).

Accessibility

Policy DM2 of the DMP and policies 3.5 and 3.8 of The London Plan (consolidated with alterations since 2011)(2015) seek to ensure that all new housing is built to 'Lifetime Homes' standards. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion.

Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes. Supplementary Planning Document *Accessible Homes* 2010 (SPD) outlines the necessary criteria for a 'Lifetime Home'.

While the above policies require compliance with Lifetime Home Standards, in October 2015 these standards were replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings'.

The Design and Access Statement has confirmed that the common areas within the building, including the stairwells corridors and lobbies, would be designed to comply with Part M of the Building Regulations and Wheelchair standards. The applicant has also indicated that all of the proposed flats would comply with Part M and would be wheelchair adaptable.

Level / gentle sloped thresholds have been provided at the primary front entrance from Marsh Road and also from the rear car parking area. In addition to this, the scheme proposes a covered mobility vehicle store and wheelchair parks.

While the above compliance with Part M of the Building Regulations is acknowledged, a condition of approval will ensure that the proposed development would meet regulation M4 (2) of the building Regulations as demonstrated on the proposal plans, which would secure an appropriate standard for future occupiers and make the units accessible to all. Accordingly, subject to compliance with this condition, it is considered that the proposed accommodation would be satisfactory and as such would comply with policy 3.5 of The London Plan (2015), standard 5.4.1 of the Housing SPG (2012).

Development and Flood Risk

As noted above, the Council's Strategic Flood Risk Assessment maps show that the site is located within floodplain zone 2 and 3. The site therefore has a Medium – High Probability of flooding and is within the functional floodplain. Only essential infrastructure and water compatible development may be permitted within the functional floodplain.

As previously discussed, the applicant has met the requirements of the Sequential and Exception Test. As such, the principle to develop on this site could be supported subject to a robust Flood Risk Assessment for the site.

Following extensive correspondence with the local authority drainage officer, the applicant has provided all the required information to address the flood risk associated with the site and proposed development. Specifically, further information was requested in regards to flood mitigation measures and emergency evacuation. Accordingly, the proposal is considered to meet the requirements of policy 10 and 11 of the DMP (2013).

Buffer Zone to the River Pinn

The River Pinn is located adjacent the rear boundary and therefore this application is required to be assessed against Policy DM11 of the DMP. This policy requires *inter alia* in the case of sites containing main river within the site boundary to maintain an undeveloped buffer zone of 8 metres either side of a main river, or an appropriate width as may be agreed by the Environment Agency (EA), which manages the main river.

Within the previously refused scheme, a suitable buffer zone was not provided to the River Pinn. The Environment Agency (EA) objected in this respect.

Following the above objection, the current scheme sought to address the concerns raised by the EA. Following extensive correspondence, it has been agreed that the development would provide unrestricted 24 hour access to the River and a cash-in-lieu payment of £20,000 to mitigate the lack of enhancement within the buffer zone.

While it was preferable for the buffer zone to be maintained, the applicant provided suitable justification as why this could not be achieved at the application site. The LPA and EA accepted these reasons and agreed that the only remaining option was to explore offsite mitigation, in accordance with part C of DM11. The sum of £20,000 was then agreed based on similar projects for river bank neutralisation.

The EA agreed in principle to the removal of the initial objection, subject to a suitably worded section 106 agreement and condition.

Accordingly, it has been agreed that the Scheme will prohibit the inclusion of a naturalised buffer strip and naturalisation of the River Pinn and cannot provide necessary mitigation/compensation on the River Pinn. In order to mitigate for this, the developer has agreed to pay the sum of £20,000 for ecological enhancements on the River Pinn. If, after 2 years a suitable project cannot be identified along the River Pinn, an alternative site on the council's wider river networks may be considered. This cash-in-lieu payment enables offsite mitigation in compliance with Policy DM11 and the Water Framework Directive actions.

Contaminated Land

The applicants have submitted a preliminary desk study assessment of contamination at the site. This report indicates that, due to the previous use of the site as a petrol filling station, it is possible that fuels, including petrol (with BTEX compounds and MTBE) and diesel could have entered the ground as a result of leaks from underground fuel tanks or spillages during fuelling operations. The report concludes that it is necessary to undertake ground investigation works to assess the identified pollutant linkages and to obtain data for foundation design. It was recommended that any ground investigation should consider the impact of soils adjacent to potentially contaminative features on site (such as tanks, fuel lines, interceptors etc), the impact of groundwater beneath the site and the groundwater regime and potential for contaminant migration off site.

The applicant has also submitted an Environmental Site Assessment Report and Soil, Gas Monitoring and Updated Detailed Risk Assessment Desk study appraisal. Both of

these reports conclude that there is the potential for active pollutant linkages for human health and water resource receptors.

Given that the site is known to be contaminated, suitable conditions regarding investigation and remediation are recommended, as required by policy 5.21 of The London Plan and policy DM15 of the DMP (2013).

Sustainability

Policy 5.1 of The London Plan (2015) seeks to achieve an overall reduction in London's carbon dioxide emissions of 60 per cent by 2025. For 'major' developments (i.e. 10 or more dwellings) Policy 5.2A/B of The London Plan (2015) sets out the 'lean, clean, green' approach to sustainability, which is expanded in London Plan policies 5.3A, 5.7B, 5.9B/C, 5.10C and 5.11A. Overall, The London Plan (2015) requires a 40% reduction in carbon dioxide emissions over Building Regulations 2010 Target Emissions Rate (TER), and to achieve Code for Sustainable Homes (CSH) Level 4 (for residential) and BREEAM Very Good (for the commercial uses).

Policy DM12 of the DMP requires the design and layout of development proposals to *inter alia* utilise natural systems such as passive solar design, incorporate high performing energy retention materials, incorporate techniques that enhance biodiversity, such as green roofs and green walls.

The applicant has submitted an energy strategy for the building which indicates that the proposed building would achieve a 32.4% reduction in target carbon emissions set out in 2013 Building Regulations. This falls short of the desired 40% target reduction set out in the London Plan. However, it is noted that paragraph 18.6 of the prepared energy statement indicates that this shortfall could be resolved through the consideration of additional renewables / energy efficiency measures.

Accordingly, in this respect, a condition of approval has been attached to this decision, requiring that a revised sustainability strategy is submitted and agreed in writing from the LPA, prior to development commencing. The revised statement should demonstrate how the development will meet the 40% improvement on building regulations, as required by policy 5.1 of The London Plan (2015).

Environmental impact Assessment

The application has been screened under the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011 (as amended) and it is considered that the development does not constitute Environmental Impact Assessment (EIA) Development as the development would have relatively low impact on the wider environment. The associated environmental impact associated within the site itself and more specifically associated with the management of the River Pinn would be addressed through appropriate conditions in order to enhance the ecology and biodiversity value of the site.

Statement of Community Involvement

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

The Council also sent out letters of consultation to local residents in the surrounding area inviting them to make representations on the proposed development.

The applicant has sought to encourage public consultation in respect the proposal in line with the guidance set out in the NPPF and the Localism Act.

Equalities Impact

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

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

S17 Crime & Disorder Act

Policies 7.3.B and 7.13.B of The London Plan and policy DM2 of the DMP require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal.

The applicant has set out in their Design Access Statement, the measures that would be put in place to achieve a Secure by Design scheme. This would include, appropriate height boundary treatments, defensible landscaping and a video entry system linked to an access control system. The building would benefit from natural surveillance at the front and rear. It is considered that the development design would not result in any specific concerns in this respect of the above policies. Nonetheless, it should be demonstrated in detail that the development would accord with 'Secured by Design' principles. It is considered that this requirement could be secured by condition. Accordingly, and subject to a condition, it is considered that the proposed development would not increase crime risk or safety in the locality, thereby according with the policies stated above.

Consultation Responses

- *5 storey height is too tall and out of scale of the site and surrounding development.*
- *A maximum of 3 storeys should be considered.*

A full assessment of the scale and massing of the proposed new build has been discussed within section 3 of this report. As detailed, the proposed height is considered to be acceptable within the surrounding context of development.

- *Pinner's population is already biased towards the elderly.*
- *The additional flats for elderly residents would put a strain on local services, in particularly the medical centre, which is already over capacity.*
- *The application site is an appropriate location for a medical centre.*

The proposal to provide 29 residential units for the elderly addresses the needs for social care facilities as outlined within policies 3.16 and 3.17 of the London Plan (2015). The principle of the proposed development is therefore supported. Further detail is provided within section 1 of this report.

- *Pinner is losing its identity as a village due to the saturation of building of blocks rather than family homes.*

The scale, design and appearance of the proposed building would be appropriate within the wider context of the site and would not appear unduly obtrusive or bulky. The proposal complies with the intent of Policy DM1 of the DMP (2013). Further discussion is provided within section 3 of this report.

- *The proposal would increase traffic flow to an already congested area.*
- *8 parking spaces for 27 flats is insufficient.*

Please refer to section 5 of this report. The applicant has submitted a Transport Assessment in support of the proposed application. Subject to the imposition of conditions, the proposal is not considered to have a detrimental impact on the highways network.

- *The site plan omits a 12m monopole and associated equipment located on the footway outside the site. The omission of this implies that the developers are intending to removal this.*

The applicant has provided amended plans to demonstrate the location of the monopole. No alterations are proposed to this equipment within this application.

- *The proposal would overlook properties in Ashridge Gardens and would cause a significant loss of privacy.*
- *The roof top amenity area would result in a loss of privacy and perception of overlooking to surrounding residents.*

Given the separation distances provided between the application site and the properties in Ashridge Gardens and the relationship with surrounding properties, no undue loss of amenity would result. Please refer to section 4 for further discussion.

CONCLUSION

The proposed redevelopment of the site would provide a high quality development comprising of sheltered accommodation for the elderly. The proposed internal layouts, specifications and services offered by the proposed development would provide an acceptable standard of accommodation in accordance with the National Service Framework for Older People (2001), Policies 3.16 and 3.17 of The London Plan (2015), Policy DM1 of the DMP (2013).

The site is currently vacant and the proposal would enhance the urban environment in terms of material presence, attractive streetscape and makes a positive contribution to the local area, in terms of quality and character. The applicant has submitted a Sequential and Exception Test in support of this application which demonstrates that there are no other sites available of comparable site area and town centre location that can deliver the development. In order to facilitate the development, the applicant has agreed to pay the sum of £20,000 for future naturalisation and re-grading of the river banks to help improve flood defence, bring about environment benefits and improve ecology and biodiversity value.

The layout and orientation of the buildings and separation distance to neighbouring properties is considered to be satisfactory to protect the amenities of the neighbouring occupiers and the development would contribute towards the strategic objectives of reducing the carbon emissions of the borough.

The decision to **GRANT** planning permission has been taken having regard to the National Planning Policy Framework 2012, the policies and proposals in The London Plan 2015, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, and to all relevant material considerations, and any comments received in response to publicity and consultation.

CONDITIONS

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

REASON: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990.

2 The development hereby permitted shall be carried out in accordance with the following documents and plans: 40017PN/PL020; 40017PN/PL021 Revision E; 40017PN/PL022 Revision C; 40017PN/PL023 Revision B; 40017PN/PL024 Revision B; 40017PN/PL025 Revision B; 40017PN/PL026 Revision B; 40017PN/SK101 Revision A; 40017PN/SK102; 40017PN/SK103; Design and Access Statement Rev B; Planning Statement, dated December 2015; The Need for Private Retirement Housing in LB Harrow August 2015; Stakeholder Engagement Statement May 2015; Sequential Test December 2015; Sequential Test Addendum Report, April 2016; Affordable housing and viability report, dated December 2015; Flood risk assessment, Revision B; Flood Resilient Construction measures statement (40017PN/AJK/180316); Emergency River Bank Access Strategy, dated May 2016; Soil Gas Monitoring and Quantitative Risk Assessment, dated December 2013; Transport Statement, Revision B; Extended Phase 1 Habitat Survey, Revision 1; Correspondence from planning issues, dated 7 March 2016; Ecological Enhancement Plan, May 2016; Flood Emergency Evacuation Plan, March 2016; Environmental Site Assessment Report, October 2013; Arboricultural Assessment & Method Statement (15342-AA2-AS); 15342-BT2; 149_PP_300-A; 149_PP_301-A.

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

3 No site works or development shall 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 level of the site or land adjacent (inclusive of retaining wall(s) structural detail), have been submitted to, and agreed in writing by the local planning authority. The development shall be carried out in accordance with the details so agreed.

REASON: To ensure that the works are carried out at suitable levels in relation to the highway and adjoining properties in the interests of the amenity of neighbouring residents, the appearance of the development, drainage, gradient of access and future highway improvement in accordance with Policies DM1 and DM42 of the Harrow Development Management Policies Local Plan (2013). Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.

4 Notwithstanding the details shown on the approved drawings, the development hereby approved shall not progress beyond 150mm above ground level until samples of the materials (or appropriate specification) to be used in the construction of the external surfaces noted below have been submitted to, provided on site, and agreed in writing by, the local planning authority:

- a) facing materials for the building, including brickwork and spandrel detail;
- b) windows/ doors;

- c) boundary fencing including all pedestrian/ access gates;
- d) external materials of the proposed bin, cycle and buggy storage; and,
- e) external seating

The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To safeguard the appearance of the locality and to ensure a satisfactory form of development in accordance with policy 7.4B of The London Plan 2015, policy CS.1B of the Harrow Core Strategy and policy DM1 of the Development Management Policies Local Plan 2013. Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT BEYOND 150MM ABOVE GROUND LEVEL.

5 Notwithstanding the details shown on the approved drawings, all windows in the flank elevations should:

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

REASON: To ensure the development would not have any undue overlooking of the neighbouring properties, in accordance with policy DM1 of the Development Management Policies Local Plan 2013.

6 Notwithstanding the details shown on the approved drawings, the development hereby permitted shall not progress beyond 150mm above ground level until there has been submitted to and approved in writing by the Local Planning Authority:

- i) detailed sections at metric scale 1:20 through all external reveals of the windows and doors on each of the elevations;
- ii) sections and elevations of the parapet detail and roofline of the proposed building

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

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area, in accordance with policy 7.4.B of The London Plan 2015 and policy DM1 of The Development Management Policies Local Plan 2013. Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT BEYOND 150MM ABOVE GROUND LEVEL.

7 Notwithstanding the details shown on the approved drawings, the development hereby approved shall not progress beyond 150mm above ground level until a scheme for inclusion of green roofs has been submitted to and agreed in writing by the Local Planning Authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The scheme shall include planting details and extent of the green roof.

REASON: Green roofs will improve the biodiversity of the site and help to mitigate for the close proximity of the development to the River Pinn corridor. This condition is supported by the National Planning Policy Framework (NPPF), paragraph 109 which recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible and policies DM11 and DM12 of the Development Management Policies Local Plan 2013.

8 Prior to commencement of the development hereby permitted, a Travel Plan shall be submitted to, and approved in writing by the local planning authority. The travel plan

shall be implemented in accordance with the approved details from the commencement of the use on site and retained thereafter.

REASON: To safeguard the amenities of neighbouring residents and to ensure that highway safety is not prejudiced in accordance with policies DM1 & DM42 of the Harrow Development Management Policies Local Plan (2013).

9 The development hereby approved shall not progress beyond 150mm above ground level until a scheme for the hard and soft landscaping of the development, to include details of the planting, hard surfacing materials, raised planters and external seating, has been submitted to, and agreed in writing by, the local planning authority. Soft landscaping works shall include: planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme. The hard surfacing details shall include samples to show the texture and colour of the materials to be used and information about their sourcing/manufacture. The hard and soft landscaping details shall demonstrate how they would contribute to privacy between the approved private amenity space and the public pedestrian footpath, and communal areas. The development shall be carried out in accordance with the scheme so agreed and shall be retained as such thereafter.

REASON: To ensure that the development makes provision for hard and soft landscaping which contributes to the creation of a high quality, accessible, safe and attractive public realm and to ensure a high standard of design, layout and amenity in accordance with policy 7.4B of The London Plan (2015), policy CS.1B of the Harrow Core Strategy (2012) and policy DM22 of The Development Management Policies Local Plan 2013. Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT BEYOND 150MM ABOVE GROUND LEVEL.

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

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

11 Notwithstanding the details provided within the Arboricultural Assessment & Method Statement, no works or development shall take place until a site-specific Tree Protection Plan and Method Statement has been approved in writing by the LPA. This scheme shall include:

- a) Plans showing the position, crown spread and Root Protection Area of every retained tree on site and on neighbouring or nearby ground to the site in relation to the approved plans and particulars. The positions of all trees to be removed shall be indicated on this plan.
- b) Details and positions of Tree Protection Barriers (identified separately where required for different phases of construction work (e.g. demolition, construction, hard landscaping). The Tree Protection Barriers must be erected prior to construction commencing and remain in place, and undamaged for the duration of development.
- c) Details of site access, construction access routes, storage area, site huts etc (to be shown on plan)

- d) Details and positions of Ground Protection Zones, Construction Exclusion Zones, details of any no-dig methodology to be used in relation to installation of footpaths, driveways etc within RPA of retained trees
- e) Details of any special engineering required to accommodate the protection of retained trees in relation to proposed retaining walls in close proximity to existing retained trees
- f) Details of how the tree protection measures will be assessed before construction starts and how the tree protection (and any procedures described within approved arboricultural method statements) will be supervised during construction.

REASON: To ensure protections measures and put in place to protect the existing trees at the application site and on adjacent land in accordance with Policy DM22 of The Development Management Policies Local Plan 2013. Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.

12 Notwithstanding the approved plans, prior to construction of the development beyond 150mm above ground level, details of privacy screens to be installed to all balconies and the proposed landscape buffer to proposed flat '30' at fifth floor shall be submitted to and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To ensure that the development achieves a high standard of amenity for future occupiers of this and the neighbouring buildings, in accordance with Policy 7.6 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013). Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT BEYOND 150MM ABOVE GROUND LEVEL.

13 Prior to commencement of the development hereby permitted, a Construction Method Statement & Logistics Plan shall be submitted to, and approved in writing by, the local planning authority. The Method Statement shall provide for:

- a) detailed timeline for the phases and implementation of the development;
- b) demolition method statement;
- c) the parking of vehicles of site operatives and visitors;
- d) loading and unloading of plant and materials;
- e) storage of plant and materials used in constructing the development;
- f) measures to control the emission of dust and dirt during construction; and
- g) scheme for recycling/disposing of waste resulting from demolition and construction works.

The development shall be carried out in accordance with the approved Method Statement & Logistics Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers, in accordance with Policy DM1 of the Local Plan, and to ensure that development does not adversely affect safety on the transport network in accordance with Policy 6.3 of the London Plan and Policy DM43 of the Local Plan.

Details are required PRIOR TO COMMENCMENY OF DEVELOPMENT.

14 Prior to occupation of the development hereby permitted, measures to minimise the risk of crime in a visually acceptable manner and meet the specific security needs of the development shall be installed in accordance with details to be submitted to and agreed in writing by the local planning authority. Any such measures should follow the design principles set out in the relevant design guides published on the Secured by Design website: <http://www.securedbydesign.com/guides/index.aspx>.

The development shall be carried out in accordance with the details so agreed and shall

be retained as such thereafter.

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime, in accordance with Policy DM2 of the Harrow Development Management Plan (2013), and Section 17 of the Crime & Disorder Act 1998. Details are required PRIOR TO OCCUPATION OF DEVELOPMENT.

15 Notwithstanding the details within the submitted energy statement, prepared by NHBC, dated May 2016, prior to the commencement of development, a revised sustainability strategy shall be submitted to and agreed in writing by the LPA. The revised sustainability strategy shall demonstrate how the development hereby permitted will meet the 40% improvement on building regulations, as required by policy 5.1 of the London Plan 2015. The details approved shall be implemented as approved and retained thereafter

REASON: To ensure the delivery of a sustainable development in accordance with National Planning Policy Framework, policies 5.2.B/C/D/E of The London Plan 2015, policy D12 of the Harrow Development Management Policies Local Plan 2015.

16 Within 3 months (or other such period agreed in writing by the Local Planning Authority) of the first occupation of the development a post construction assessment shall be undertaken for each phase demonstrating compliance with the approved Energy Strategy and Sustainability Strategy which thereafter shall be submitted to the Local Planning Authority for written approval.

REASON: To ensure the delivery of a sustainable development in accordance with National Planning Policy Framework, policies 5.2.B/C/D/E of The London Plan 2015, policy D12 of the Harrow Development Management Policies Local Plan 2015.

17 The refuse bins shall be stored at all times in the designated refuse storage area, as shown on the approved drawing plans.

REASON: To enhance the appearance of the development and safeguard the character and appearance of the area, in accordance with policies 7.4.B of The London Plan 2015 and policy DM1 of The Development Management Policies Local Plan 2013.

18 The development hereby permitted shall be constructed to the specifications of: "Part M, M4 (2), Category 2: Accessible and Adaptable Dwellings" of the Building Regulations 2013 and thereafter retained in that form.

REASON: To ensure that the development is capable of meeting 'Accessible and Adaptable Dwellings' standards in accordance with policies 3.5 and 3.8 of The London Plan 2015, policy CS1.K of The Harrow Core Strategy 2012 and policies DM1 and DM2 of the Development Management Policies Local Plan 2013.

19 No persons under 60 years of age, with the exception of a partner living with them who is not less than 55 years of age, shall occupy any of the apartments hereby permitted unless otherwise agreed in writing by the local planning authority.

REASON: To ensure the development continues to cater for those users requiring sheltered housing, and thereby maintaining an appropriate housing choice and offer in the borough, thereby according with policy 3.8 of The London Plan 2015 and policy DM29 of the Development Management Policies Local Plan 2013.

20 No plant or machinery, including that from fume extraction, ventilation and air conditioning, which may be required by reason of granting this permission, shall be installed within the building without the prior written approval of the local planning

authority. Any approved plant or machinery shall be operated only in accordance the approved details.

REASON: To ensure that the proposed development does not give rise to noise or odour nuisance to neighbouring residents, thereby according with policies 7.6B and 7.15B of The London Plan 2011 and policy DM1 of the Development Management Policies Local Plan 2013.

21 The development permitted by this planning permission shall be carried out in accordance with the approved Flood Risk Assessment (FRA) Esso Service Station, Marsh Road, Pinner (Revision B) December 2015 and the following mitigation measures detailed within the FRA:

Provision of compensatory flood storage measures detailed within the FRA.

Provision of 24hour access to the watercourse via gate marked on drawing number 40017PN/SK103 dated February 2015. A key/gate code must be provided to the Environment Agency to ensure 24 hour access.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

REASON: To ensure that the development would not exacerbate the risk of flooding within the site or increase the risk and consequences of flooding elsewhere achieves, in accordance with policies 5.12B/C of The London Plan (2015), Core Policy CS1 U of Harrow Core Strategy (2012) and policies DM 9 and DM 10 of the Harrow Development Management Policies Local Plan (2013).

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

REASON: In order to prevent the proliferation of individual television reception items on the building which would be harmful to the character and appearance of the building and the visual amenity of the area, thereby according with policy 7.4.B of The London Plan (2015) and policy DM1 of the Harrow Development Management Policies Local Plan 2013. Details are required PRIOR TO OCCUPATION as the approval of details beyond this point would be likely to be unenforceable.

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

- (i) a survey of the extent, scale and nature of contamination;
- (ii) an assessment of the potential risks to:

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

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

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy 5.21 of The London Plan 2015 and policy DM15 of the Harrow Development Management Policies Local Plan (2013).

24 The development hereby permitted shall not be commenced until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy 5.21 of The London Plan 2015 and policy DM15 of the Harrow Development Management Policies Local Plan (2013).

25 The approved remediation scheme must be carried out in accordance with its terms prior to the commencement of development other than that required to carry out remediation, unless otherwise agreed in writing by the Local Planning Authority. The Local Planning Authority must be given two weeks written notification of commencement of the remediation scheme works. Following completion of measures identified in the approved remediation scheme, a verification report that demonstrates the effectiveness of the remediation carried out must be produced, and is subject to the approval in writing of the Local Planning Authority.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy 5.21 of The London Plan 2011 and policy DM15 of the Harrow Development Management Policies Local Plan (2013).

26 In the event that contamination is found at any time when carrying out the approved development that was not previously identified it must be reported in writing immediately to the Local Planning Authority. An investigation and risk assessment must be undertaken in accordance with the requirements of condition 1, and where remediation

is necessary a remediation scheme must be prepared in accordance with the requirements of condition 12, which is subject to the approval in writing of the Local Planning Authority.

Following completion of measures identified in the approved remediation scheme a verification report must be prepared, which is subject to the approval in writing of the Local Planning Authority in accordance with condition 13.

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy 5.21 of The London Plan 2011 and policy DM15 of the Harrow Development Management Policies Local Plan (2013).

27 A monitoring and maintenance scheme to include monitoring the long-term effectiveness of the proposed remediation over a period of 5 years, and the provision of reports on the same must be prepared, both of which are subject to the approval in writing of the Local Planning Authority.

Following completion of the measures identified in that scheme and when the remediation objectives have been achieved, reports that demonstrate the effectiveness of the monitoring and maintenance carried out must be produced, and submitted to the Local Planning Authority.

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

REASON: To ensure that risks from land contamination to the future users of the land and neighbouring land are minimised, together with those to controlled waters, property and ecological systems, and to ensure that the development can be carried out safely without unacceptable risks to workers, neighbours and other offsite receptors in accordance with policy 5.21 of The London Plan 2015 policy DM15 of the Harrow Development Management Policies Local Plan (2013).

INFORMATIVES:

1 The following policies are relevant to this decision:

National Planning Policy Practice Guidance (2012)

The London Plan (consolidated with alterations since 2011) (2015)

3.3 Increasing Housing Supply

3.5 Quality and Design of Housing Developments

3.8 Housing Choice

3.9 Mixed and balanced communities

3.11 Affordable Housing Targets

3.12 Negotiating affordable housing on individual private residential and mixed use schemes

3.13 Affordable Housing Thresholds

5.2 Minimising Carbon Dioxide Emissions

5.3 Sustainable Design and Construction

5.12 Flood Risk Management

5.13 Sustainable Drainage

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

6.13 Parking

7.1 Building London's Neighbourhoods and Communities

7.2 An Inclusive Environment
7.3 Designing Out Crime
7.4 Local Character
7.5 Public Realm
7.6 Architecture
7.19 Biodiversity and Access to Nature

Harrow Core Strategy 2012

Core Policy CS 1 – Overarching Policy Objectives

Harrow Development Management Policies Local Plan (2013)

Policy DM 1 – Achieving a High Standard of Development Policy
DM 2 – Achieving Lifetime Neighbourhoods Policy
DM 9 - Managing Flood Risk Policy
DM 10 – On Site Water Management and Surface Water Attenuation
Policy DM 11 – Protection and Enhancement of River Corridors and Watercourses
Policy DM 12 – Sustainable Design and Layout
Policy DM15 – Prevention and Remediation of Contaminated Land
Policy DM 20 – Protection of Biodiversity and Access to Nature
Policy DM 21 – Enhancement of Biodiversity and Access to Nature
Policy DM 22 – Trees and Landscaping
Policy DM 23 – Streetside Greenness and Forecourt Greenery
Policy DM 24 – Housing Mix
Policy DM 27 – Amenity Space Policy
Policy DM 42 – Parking Standards
Policy DM 44 - Servicing
Policy DM 45 – Waste Management

Relevant Supplementary Documents

Supplementary Planning Document – Access for All (2006)
Supplementary Planning Document: Sustainable Building Design (2010)
Supplementary Planning Document – Residential Design Guide (2010)
Supplementary Planning Document - Accessible Homes (2010)
Mayor Of London, Housing Supplementary Planning Guidance (November 2012)
Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008).

2 CONSIDERATE CONTRACTOR CODE OF PRACTICE

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

3 PARTY WALL ACT:

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

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

and that work falls within the scope of the Act.

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

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from:
Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB
Please quote **Product code: 02 BR 00862** when ordering
Also available for download from the CLG website:
<http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf>
Tel: 0870 1226 236 Fax: 0870 1226 237
Textphone: 0870 1207 405
E-mail: communities@twoten.com

4 COMPLIANCE WITH PLANNING CONDITIONS

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

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

5 INFORMATIVE:

Please be advised that approval of this application (either by Harrow Council, or subsequently by PINS if allowed on Appeal following a Refusal by Harrow Council) will attract a liability payment of **£73,885.00** of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

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

Your proposal is subject to a CIL Liability Notice indicating a levy of **£73,885.00** for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of **2,111sqm**

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

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

6 INFORMATIVE:

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

Harrow's Charges are:

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

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

Retail (Use Class A1), Financial & Professional Services (Use Class A2), Restaurants

and Cafes (Use Class A3) Drinking Establishments (Use Class A4) Hot Food Takeaways (Use Class A5) - £100 per sqm
All other uses - Nil.

The Harrow CIL contribution for this development is **£116,105.00**

7 INFORMATIVE:

A yellow Site Notice relating to this planning application describing the development and alerting interested parties of the development has been placed in the vicinity of the application site. You should now REMOVE this Site Notice.

8 INFORMATIVE:

Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939.

All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc.

You can apply for SNN by contacting technicalservices@harrow.gov.uk or on the following link.

http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering

9 INFORMATIVE:

The proposed development site appears to have been the subject of past industrial activity which poses a high risk of pollution to controlled waters. We are however unable to provide detailed site-specific advice relating to land contamination issues at this site and recommend that you consult with your Environmental Health / Environmental Protection Department for further advice. Where necessary we would advise that you seek appropriate planning conditions to manage both the risks to human health and controlled waters from contamination at the site. This approach is supported by Paragraph 109 of the National Planning Policy Framework. We recommend that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency Guiding principles for land contamination for the type of information that is required in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to the contaminated land pages on GOV.UK for more information. The CLAIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. The Environment Agency recommends that developers should refer to:

- the Definition of Waste: Development Industry Code of Practice on the CL:AIRE website and;
- The Environmental regulations page on GOV.UK.

Contaminated soil that is, or must be, disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- Duty of Care Regulations 1991
- Hazardous Waste (England and Wales) Regulations 2005
- Environmental Permitting (England and Wales) Regulations 2010
- The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer. Refer to the Hazardous Waste pages on GOV.UK for more information.

Plan Nos: 40017PN/PL020; 40017PN/PL021 Revision E; 40017PN/PL022 Revision C; 40017PN/PL023 Revision B; 40017PN/PL024 Revision B; 40017PN/PL025 Revision B; 40017PN/PL026 Revision B; 40017PN/SK101 Revision A; 40017PN/SK102; 40017PN/SK103; Design and Access Statement Rev B; Planning Statement, dated December 2015; The Need for Private Retirement Housing in LB Harrow August 2015; Stakeholder Engagement Statement May 2015; Sequential Test December 2015; Sequential Test Addendum Report, April 2016; Affordable housing and viability report, dated December 2015; Flood risk assessment, Revision B; Flood Resilient Construction measures statement (40017PN/AJK/180316); Emergency River Bank Access Strategy, dated May 2016; Soil Gas Monitoring and Quantitative Risk Assessment, dated December 2013; Transport Statement, Revision B; Extended Phase 1 Habitat Survey, Revision 1; Correspondence from planning issues, dated 7 March 2016; Ecological Enhancement Plan, May 2016; Flood Emergency Evacuation Plan, March 2016; Environmental Site Assessment Report, October 2013; Arboricultural Assessment & Method Statement (15342-AA2-AS); 15342-BT2; 149_PP_300-A; 149_PP_301-A.



Appeal Decision

Site visit made on 7 June 2005

by **C J Hoile** MA(Oxon) DipTP MRTPI

an Inspector appointed by the First Secretary of State

The Planning Inspectorate
4/09 Kite Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-
inspectorate.gsi.gov.uk

APP
3306
ALLOWED.

Date

22 JUN 2005

545

Appeal Ref: APP/M5450/A/05/1171983

land outside 127 Marsh Road, Pinner, Harrow, Middlesex HA5 5PB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
- The appeal is made by T-Mobile (UK) Limited against the decision of the Council of the London Borough of Harrow.
- The prior approval application Ref: P/2256/04/CDT, dated 17 August 2004, was refused by notice dated 11 October 2004.
- The development proposed is the erection of a 9.7 m high telecommunications pole with integral antennae, four equipment cabinets and ancillary works.

Summary of Decision: The appeal is allowed, subject to conditions.

Main Issues

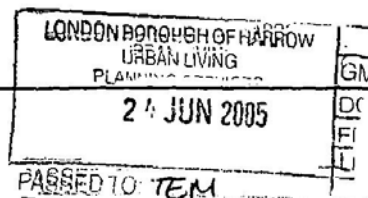
1. From what I have seen and read I consider that the main issue in this appeal is whether the proposed installation would be unduly obtrusive or detrimental to the local street scene, or seriously detrimental to the amenities now enjoyed by local residents.

Planning Policy

2. No Unitary Development Plan policy was mentioned in the planning refusal notice. The Council considers that the most relevant policies in the adopted Harrow Unitary Development Plan 2004 are: SD1 – Quality of Design; SEP5 – Structural Features; and D24 – Telecommunications Development. I have studied all of them.

Reasons

3. This part of Pinner sees a visible change of character, as one goes south-east from the locality of the appeal site into a more solidly residential area. However, the location of the proposed pole and cabinets is effectively part of the commercial area of Pinner, outside a large petrol filling station, south of a shopping parade with flats above, and opposite a public library. The petrol filling station has a large illuminated Esso display sign at the pavement edge. Some existing street lights locally are around 12 m high, taller than this installation, which the appellants correctly say is designed to bear a close resemblance to existing local street lights. A bus shelter/stop and a beacon-lit crossing close by add to the prominent but quite customary amount of street signage in the vicinity. The appellants state that extensive survey has revealed no alternative site more suitable in terms of siting or appearance. They also say that no existing telecommunications masts exist locally on which they could place their equipment, nor high buildings or other high structures.



4. A street tree outside the garage nearby would provide some local screening: more obviously at times like my visit in June, when in full leaf. In local views, only the upper parts of the installation would be visible, and it would be only a minor visual element in the context of existing street furniture. The nearest houses, Nos. 137-149 Marsh Road, lie north-west of the site. They have no direct view of the site, nor do other dwellings south-east of Pinner Library. A school, Reddiford School, is some 140 m from the site.
5. The Council does not seriously question operational need for the installation, unlike some third party objectors, but considers the harm caused overrides the matter of need. That harm is seen as being the addition of an extra increment to, rather than an introduction of, street furniture, in this location, and the loss of some of a very small lawn area at the petrol filling station's edge, so that the high standard of design required by policy SD1 would not be attained, and local visual amenities would be harmed in contravention of policy D24 (d). I do not agree, as I find the real adverse visual effect on the locality would be miniscule.
6. I am convinced by the submitted evidence of the operational need for this installation, for reasons of adequate network coverage in this local area. I am satisfied that the appellants have properly investigated other possible alternative sites, including sites offering possibilities for sharing facilities, before opting for this one. The evidence before me is that the proposed installation complies very easily with the stringent International Commission on Non-Ionising Radiation Protection Board public exposure guideline standards on levels of emissions from antennae. There is no adverse evidence on this matter from the Council, other than material highlighting the anxiety of some members of the public about potential hazard. I have read all the third party correspondence to the Council and the Planning Inspectorate about this appeal and the application that led to it.
7. PPG8 states that health considerations and public concern can, in principle, be material considerations in decisions on planning applications and prior approval, but also that the planning system is not the place for determining health safeguards. In the absence of any material evidence that actual harm would arise from this proposal, I find no grounds to dismiss the appeal for reasons of damage to health and well-being, though I fully appreciate the unease of a number of people about the matter, now and in the longer term. I have no reason to doubt the appellants' evidence that the predicted emissions, measured from Reddiford School, would be hugely less than the ICNIRP reference level.

Conditions

8. The Council has set out no proposed conditions in the event of my allowing the appeal. However, I do consider that it will be desirable for the Council to approve the external colour of the installation and I have imposed such a condition.

Conclusions

9. For the reasons given above and having regard to all other matters raised, I conclude that the appeal should be allowed.



Appeal Decision

Site visit made on 31 October 2006

by **Richard Thomas BA, Dip Arch, RIBA, IIIBC**

an Inspector appointed by the Secretary of State for
Communities and Local Government

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 972 6372
e-mail: enquiries@planning-inspectorate.gsi.gov.uk

Date: 9 January 2007

Appeal Ref: APP/M5450/A/06/2018015

Greenhill Service Station, Marsh Road, Pinner, HA5 5PB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a grant of planning permission subject to conditions.
- The appeal is made by Esso Petroleum Company Ltd against the decision of the Council of the London Borough of Harrow.
- The application Ref.P2342/05/DFU, dated 13 September 2005, was allowed on 15 December 2005 and planning permission was granted subject to conditions.
- The development permitted is a replacement single storey sales building, car wash and canopy, alterations to forecourt layout (revised).
- The conditions in dispute is No.5 which states that: *the car wash shall not be used except between 7.30 hours and 21.00 hours Monday to Saturday inclusive and 11.00 and 18.00 hours on Sundays except without the prior permission of the Local Planning Authority.*
- The reason given for the condition is: *To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties.*

Decision

1. I allow the appeal, and vary the planning permission Ref.P2342/05/DFU for a replacement single storey sales building, car wash and canopy, alterations to forecourt layout (revised) at Greenhill Service Station, Marsh Road, Pinner, HA5 5PB granted on 15 December 2005 by the Council of the London Borough of Harrow, deleting condition 5 and substituting therefore the following condition 5: *The car wash shall not be used except between 7.30 hours and 21.00 hours Monday to Saturday inclusive and 10.00 and 18.00 hours on Sundays except without the prior permission of the Local Planning Authority*

Reasons

2. The appeal site is a petrol filling station situated on Marsh Road, a relatively busy road near the centre of Pinner. It also has a shop and a car wash facility, the latter being situated close to the south-western boundary of the site. Beyond this boundary lie the semi-detached houses in Ashridge Gardens, the nearest of which is within 10m of the car wash. The car wash is a modern installation and has roller shutter doors at each end of the building that fully enclose the vehicle and washing machinery when in operation, so as to minimise the noise emanating from its use.
3. The appellant has produced figures based on an acoustic survey of the appeal site and of the car wash itself. These figures show that traffic on Marsh Road generates a relatively high level of background noise that varies with the intensity of traffic over the course of the day. The noise generated by the operation of the car wash itself, as well as that caused by queuing vehicles was measured and the predicted noise levels from both the traffic and car

- wash at the façade of the nearest house in Ashridge Gardens calculated. The resulting figures show that the background noise on Sunday has a different profile to the remainder of the week, caused by the later build-up of traffic on Marsh Road than on a working weekday.
4. When the noise generated by the car wash is compared with existing background noise levels on a Sunday, it is calculated that it would exceed the background levels between 09.00 and 10.00 hours. However, between 10.00 and 11.00 hours it would be less than the existing background noise level and thus unlikely to have any significant adverse impact upon the living conditions of the occupiers of the adjacent houses during that later period.
 5. Circular 11/95 requires conditions to fulfil six tests, which include those of necessity and reasonableness. I consider that the appellant's data clearly demonstrates that the operation of the car wash needs to be limited by condition to protect the living conditions of neighbouring occupiers during quiet periods. The condition thus satisfies the first test. However, while the empirical data before me does justify the prohibition of the use of the car wash until 10.00 hours, it does not justify retaining the prohibition until 11.00 hours. I therefore consider that the extension of the opening hours to 10.00 hours on Sundays to be reasonable, thus satisfying the second test.
 6. I have noted the appellant's argument that the proposed extension of the opening hours is necessary to meet customer demand and to make use of their investment in the site. However, I consider that the loss of one hour's car wash business per week would not have such an impact upon the viability of the operation of the site as a whole as to outweigh the significant and measurable harm that it would cause to neighbouring occupiers.
 7. I have also noted the comments from neighbouring occupiers regarding the noise from other equipment on the appeal site. However, those matters are not before me and are subject to other legislation and, if necessary, action by the Council. I have therefore disregarded them in my consideration of this appeal.

Richard Thomas

INSPECTOR



Appeal Decision

Site visit made on 30 August 2006

by **R D Hiscox MA (Oxon) DipTP MRTPI MRICS**

an Inspector appointed by the Secretary of State for
Communities and Local Government

The Planning Inspectorate
4/11 Eagle Wing
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 6372
e-mail: enquiries@planning-inspectorate.gsi.gov.uk

Date

05 SEP 2006

Appeal Ref: APP/M5450/A/06/2014786/NWF
Marsh Road, Pinner Middlesex HA5 5PB

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant approval required under a development order.
- The appeal is made by O2 (UK) Ltd against the decision of the Council of the London Borough of Harrow.
- The application Ref P/208/06/CDT, dated 23 January 2006, was refused by notice dated 16 March 2006.
- The development proposed is a 12.5 metre high column and associated equipment cabinets.

Decision

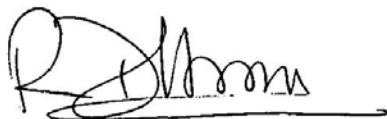
1. The appeal is allowed and prior approval granted.

Reasons

2. For the appellant it is stated that there is a need for a new installation in this locality to meet licence requirements for 'third generation' 3G coverage and cover an existing gap in the network. Evidence for this was submitted with the application, and the Council has not sought to dispute this need. For the appellant, the site selection procedure is explained, which is believed to have been carried out in accordance with Government guidance and best practice guidance. It is confirmed that there are no possibilities for mast or site sharing in the search area, and details are given of installations in the locality that would not be suitable, either as streetworks installations that could not accommodate an additional operator or for technical reasons such as distance from the centre of the target coverage area. Details are also given of a number of alternative locations for a new ground based mast that were considered, and the reasons why it was concluded that this appeal site represents the best alternative. The Council has not commented on this site selection procedure. The Council does, however, consider that the installation would be detrimental to the amenity of local residents and the visual amenity of the surrounding locality.
3. The site for this proposed installation is to the front of a petrol filling station which is situated in an area of mixed uses at the edge of a local retail and commercial centre. Although there are some 2-storey houses along this part of the road, they are not the predominant use in the immediate locality, with a library opposite the appeal site, a 3-storey modern building to the south-east and other commercial buildings, including a 3-storey local retail parade to the north-west.
4. The backdrop to the site is the petrol forecourt, with a large canopy and signage for petrol sales, and also large signage for the associated forecourt shop and café. There are street

lamps regularly placed along both sides of the road, apparently some 11 metres tall according to the drawing submitted for the appellant. There is also a range of other street furniture and installations as usually found along a busy urban road such as this, including street signs, bus stops, traffic lights and pedestrian crossing beacons. This proposed column would be a slimline pole with a total height of 12.5 metres including the antennae. It would be sited close to an existing tree to the front of the forecourt that has a height of some 8 metres and to some extent would soften the visual impact of the pole from some directions. Regardless of the tree, it is my view that this proposed pole would not appear particularly out of place or out of keeping with other street furniture in this busy urban location, and I see no reason why it would be of particular harm in terms of local visual amenities.

5. Representations have been made on behalf of the operators of the petrol filling station to the rear claiming that the site for the proposed installation falls within their privately owned and maintained land. However, this is not a planning consideration or a matter upon which I should pass comment or judgement, and is a matter to be resolved elsewhere between the respective parties. It is also argued that the installation would interfere with signage for the filling station and be detrimental to business. However, I consider that this slimline monopole would have a minimal impact upon the visibility of signage, considerably less for example than the nearby tree, and there is no reason why it should be detrimental to business.
6. I note that there is some local concern about possible health risks from the proposal. The appellant has submitted a certificate of compliance with the International Commission on NonIonizing Radiation Protection (ICNIRP) guidelines for this appeal proposal. PPG8¹ states that, as all new proposals will meet the ICNIRP guidelines, it should not be necessary for a planning authority to consider health effects further. PPG8 also advises that telecommunications operators have responsibilities under health and safety legislation and that the planning system should not seek to replicate controls under the health and safety regime.

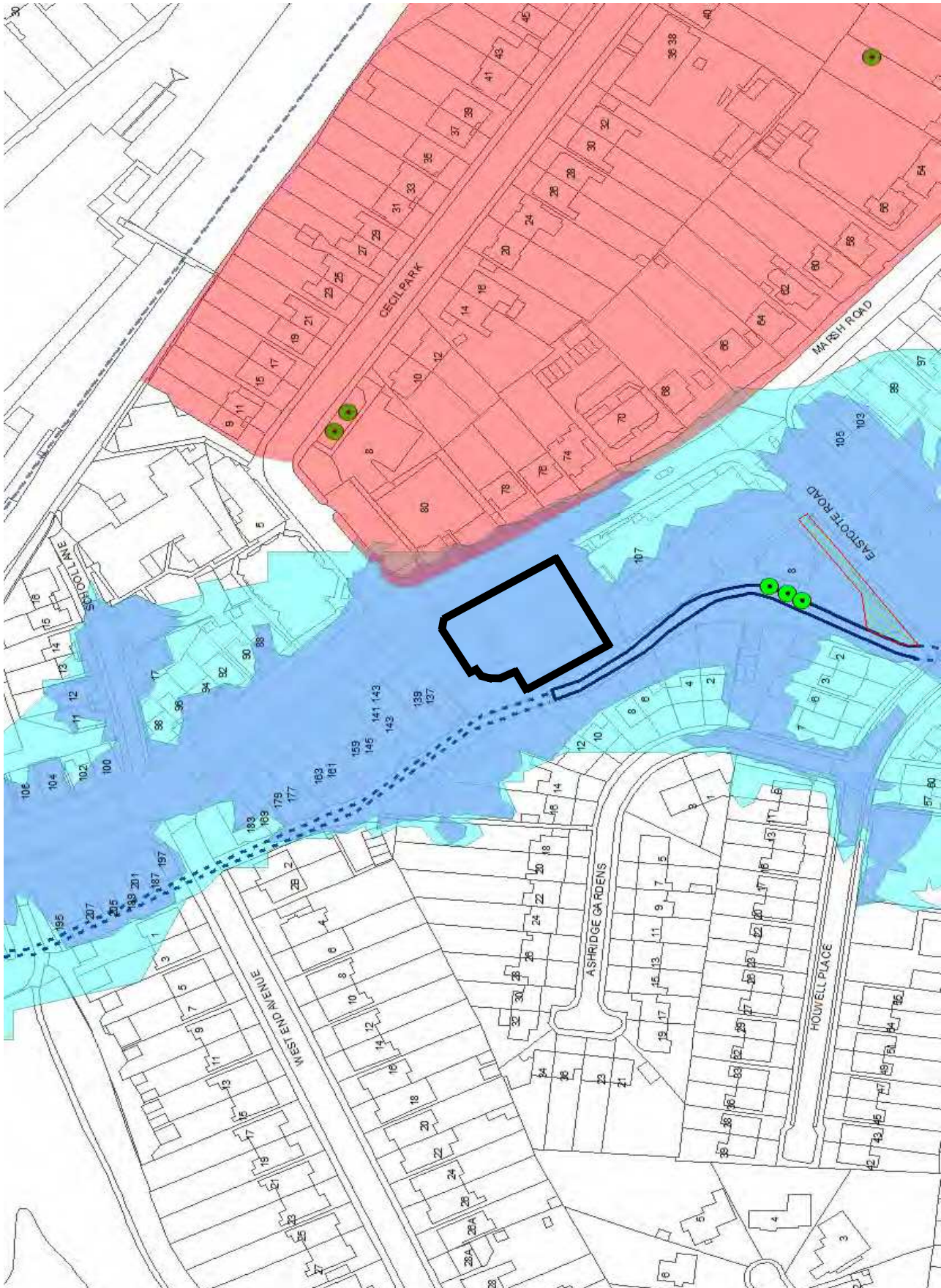


R D Hiscox

Inspector

¹ Planning Policy Guidance Note 8 (PPG8), "Telecommunications"

GREENHILL SERVICE STATION, MARSH ROAD, PINNER



ITEM NO: 1/02

ADDRESS: WHITCHURCH PLAYING FIELDS, WEMBOROUGH ROAD, STANMORE

REFERENCE: P/4910/15

DESCRIPTION: THE ERECTION OF A THREE STOREY BUILDING FOR USE AS A SCHOOL WITH DETACHED SPORTS HALL/COMMUNITY CHANGING BLOCK, HARD AND SOFT LANDSCAPING, SPORTS PITCHES AND MULTI-USE GAMES AREAS (MUGA), HARD AND SOFT PLAY AREAS, PARKING, BIN STORAGE AND BOUNDARY TREATMENT

WARD: BELMONT

APPLICANT: BOWMER & KIRKLAND / EDUCATION FUNDING AGENCY

AGENT: DPP PLANNING

CASE OFFICER: PETER BARRON

EXPIRY DATE: 18TH JANUARY 2016

RECOMMENDATION A

GRANT planning permission subject to:

- i) conditions; and
- ii) the completion of a section 106 Planning Obligation;

by 31st August 2016 or such extended period as may be authorised by the Divisional Director in consultation with the Chairman of the Planning Committee. Authority to be given to the Divisional Director of Regeneration, Enterprise and Planning, in consultation with the Director of Legal and Governance Services, for the sealing of the section 106 Planning Obligation and to agree any minor amendments to the conditions, informatives, drawing numbers and the Planning Obligation terms. The proposed section 106 Planning Obligation Heads of Terms cover the following matters:

- a) The developer to enter into a section 278 Agreement to secure highways improvements to the Wemborough Road/Whitchurch Lane/Marsh Lane/Honeypot Lane junction and (if necessary) agree interim arrangements for safe crossing at the junction
- b) Community Use Agreement to be implemented
- c) Implementation of the Green Travel Plan
- d) Undertaking that the applicant will work with Harrow Council on relevant mitigation works or promotional activities that would contribute to air quality improvement outcomes in the area of the site
- e) contribution of £40,000 to fund publicly accessible sport and recreation infrastructure and improvements within the site

RECOMMENDATION B

That if, by 31st August 2016, or such extended period as may be authorised, the section 106 Planning Obligation is not completed, then delegate the decision to the Divisional Director of Planning to REFUSE planning permission for the appropriate reason.

1. The proposed development, in the absence of a Planning Obligation to (i) fund the provision of infrastructure directly related to the development and (ii) secure necessary agreements and commitments in relation to the development, would fail to mitigate the impact of the development upon infrastructure and the wider area, contrary to the National Planning Policy Framework, Policies 3.19, 6.3, 7.14 and 8.2 of the London Plan (2015), Policies CS 1 G and Z of the Harrow Core Strategy (2012) and Policies DM 43, DM 46 and DM 50 of the Local Plan (2013), and the provisions of the Harrow Planning Obligations supplementary planning document.

INFORMATION:

Details of this application were reported to the Planning Committee on 17th February 2016. As modified in the addendum information, the Divisional Director's recommendation to the Committee was to grant planning permission subject to:

- i) referral to the National Planning Casework Unit should Sport England's holding objection not be withdrawn;
- ii) referral to the Greater London Authority (GLA);
- iii) conditions; and
- iv) the completion of a section 106 Planning Obligation.

The reported Heads of Terms for the section 106 Planning Obligation, as modified in the addendum information, were as set out under Recommendation A above.

A copy of the application report and addendum information presented to the 17th February meeting of the Committee is attached to this report at **Appendix A**.

The Planning Committee, at its meeting on 17th February 2016, unanimously resolved to grant the application subject to the completion of a section 106 Planning Obligation and referral back to the Planning Committee, in relation specifically to the Travel Plan and the Community Use Agreement, by 31st August 2016.

The application was reported back to the Planning Committee on 25th May 2016. At that meeting, the Committee resolved to defer the application to enable the traffic management issues associated with the proposal to be referred to the Council's Traffic and Road Safety Advisory Panel (TARSAP). A special meeting of TARSAP has been arranged for 27th June 2016. TARSAP's findings will be reported to this 29th June meeting of the Planning Committee as addendum information.

The following report replicates that reported to the Planning Committee on 25th May, incorporating the addendum information reported to that meeting.

Statutory Return Type: Largescale Major Development

Council Interest: Yes

Gross Existing Floorspace (GIA): not known¹

Net Proposed Floorspace: 9,285 square metres

GLA CIL (provisional): Nil²

¹ There is an existing pavilion building on the site which it is proposed to demolish. The floorspace of the building, which is derelict, is not known.

Site Description

- see report to Planning Committee 17th February 2016 (**Appendix A**)

Proposal Details

- see report to Planning Committee 17th February 2016 (**Appendix A**)

Relevant History

- see report to Planning Committee 17th February 2016 (**Appendix A**)

Additional Documents Submitted by the Applicant

- Highways and Transport Briefing Note March 2016
- Eco Green Roofs specification and drawing numbered 29800
- Email dated 11th April 2016 (detailing brown roof costings calculated by Bowmer and Kirkland)
- Drawing number L-1439-PRP-005 (*Trees to be retained and removed*)
- Drawing number L-1439-SKP-028 (*Additional tree planting*)
- Energy Statement Rev D dated 29th April 2016, drawing numbered 000-PE-01-03-DR-A-0104 Rev. P05; BRUKL Output Documents

Advertisement & Site Notices

- see report to Planning Committee 17th February 2016 (**Appendix A**)

Notification Responses

Supports: 220 representations were noted in the report to Planning Committee on 17th February 2016, a further 367 were reported on the addendum and a further 55 were reported verbally at the meeting. A further 13 representations (12 in the report and 1 in the addendum information) were reported to the Planning Committee on 25th May 2016, bringing the total number of representations in support of the proposal to **655**. Additional issue raised as follows:

- contrary to the Council's records I have never sent an e-mail or letter of support in connection with this application

Objections: 52 representations were noted in the report to Planning Committee on 17th February 2016, a further 59 were reported on the addendum and a further 14 were reported verbally at the meeting. A further 10 representations (7 in the report and 3 in the addendum information) were reported to the Planning Committee on 25th May 2016 bringing the total number of representations objecting to the proposal to **135**. Additional issues raised as follows:

- Alternative site at junction of Marsh Lane & Wemborough Road should be considered – this would eliminate the transport problems; council tax will be withheld to reflect site maintenance cost savings to council and loss of green space to residents; small space left over for residents is a joke; school has ignored Councillors and residents' concerns; submitted report by transport consultants is woefully inadequate with no sensible conclusions; the application should be adjourned to allow a rethink of highways and transport solutions; assume the council have commissioned their own

² The Mayor of London's CIL includes an exemption for development "...wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education.

³ The Harrow CIL does not apply to development for uses falling within Classes D1 or D2.

experts to alleviate traffic chaos of three schools; location of the school makes any acceptable traffic solution or traffic plan extremely hard to succeed; staggering start and finish times will extend period of congestion – financial penalties in S106 if targets not met?; widening junction do not show sufficient details or measurements; road junction would speed traffic and would cause traffic congestion further along the road; double yellow lines should be positioned from Winton Gardens up to the traffic lights; students to the school should not be allowed to use cars; traffic pollution; S106 monies should be used that would increase public use of the fields rather than junction widening; boundary fences should be built 2 m from neighbours boundary; area around the pavilion should be part of the open space for public use; EIA should be carried out after school has been built; suggest that before final approval is given a public meeting should take place to present application to residents; artificial lighting and public address system will result in intensively used sports pitch harming amenity and health of residents; field south of Edgware Brook will have 3 football pitches leaving little for informal public use; no further expansion of the school beyond 1300 to be permitted; design should be reconsidered regarding brown roof/sedum roof; loss of trees will set a precedent.

Consultation Responses

The following additional responses from consultees were reported to the Planning Committee as addendum information on 25th May 2016:

LBH Environmental Health Officer: I confirm the dust management risk assessment and plan, including NRMM [non-road mobile machinery], are now satisfactory.

LBH Travel Planner: I have read through the plan and approve the additions included. I visited Avanti School on Wednesday and they are fully supportive of working with the other schools on traffic issues. We have agreed to approach the Stanburn and Whitchurch in September, with a view to establishing termly meetings starting towards the end of the Spring Term 2017.

LBH Highways Authority: We will raise the question of bus termination at Edgware with our contacts at TfL but we won't be able to give a decision by committee. With regard to the figures set out in the briefing note, the consultant has used a widely recognised method of assessment and we are confident that the figures reflect the outputs demonstrated. The meaning of the figures is described in the technical note, however officers of the Traffic team would be happy to meet any members of the Planning committee to discuss this separately should they wish at a mutually convenient time.

APPRAISAL

The main and other considerations relevant to this application are as set out in the report to the Planning Committee and associated addendum dated 17th February 2016 (**Appendix A**). This report updates Members on progress relating to the completion of the Planning Obligation, in relation specifically to the Travel Plan and the Community Use Agreement, and addresses other matters relating to the application recommendation to the Planning Committee on 17th February.

Planning Obligation

A draft of the section 106 Planning Obligation has been prepared, based on the heads of terms set out in the officers' report and as amended in the addendum to the Planning Committee on 17th February, and is currently undergoing scrutiny and refinement as necessary between the Council's and the applicant's legal representatives. The Council's

legal representative has advised that the conclusion of the necessary legal work and the completion of the Planning Obligation may take slightly longer than originally envisaged. Whilst every effort will continue to be made to complete the Obligation by 31st July, it is considered prudent to extend the deadline imposed by the Planning Committee at the 17th February meeting by one month, to 31st August. Such a deadline extension is, therefore, recommended.

Travel Plan

A draft school Travel Plan was submitted with the planning application. As was reported⁴ to the Committee at the 17th February meeting, the Plan targets gold standard against the TfL STARS accreditation criteria and is considered by the Highway Authority to be underpinned by a comprehensive and deliverable action plan.

In accordance with the Committee's wishes for a continuing dialogue, pursuant to securing the optimum package of measures to mitigate the highways and transport impacts of the development, officers met with the applicant on 1st March. Following that meeting, the applicant's transport planning consultant has issued a briefing note, a copy of which is appended to this report (**Appendix B**). In summary, the briefing note provides the following information/clarification:

- transport assessment modelling reveals that the overall performance of the Wemborough Road/Abercorn Road/St. Andrew's Drive junction would not be improved by replacement of the existing roundabout with an optimised signal controlled junction;
- there would be one school minibus with a capacity to carry 50 pupils and would make 3 trips in each of the AM & PM periods (i.e. 150 pupils each way);
- TfL has confirmed the availability of Mayor of London funds for an additional AM & PM bus peak service to serve the school, likely to be on the 186 bus route;
- the local Highway Authority will investigate the option of controlling commuter/long stay parking in the Whitchurch Playing Fields public car park; and
- the Travel Plan will be updated to include the additional 186 bus route capacity and a commitment to termly meetings with neighbouring schools to co-ordinate travel issues and traffic marshalling, but that the 9% target for modal split by car is already ambitious and be retained as originally proposed; and

It is therefore recommended that the updated version of the school Travel Plan (April 2016) addressing the matters in the final bullet point above, be accepted and given effect through the section 106 Planning Obligation. A copy of the updated Travel Plan is appended to this report (**Appendix C**). Furthermore, an additional condition is proposed as a safeguard against the potential highways and transport impacts of any future school expansion – please refer to the conditions section of this report (below).

In relation to the minibus service the following details are added:

- The minibus service will be provided by a private operator, most likely the same operator as currently used at the Avanti site in Pinner. Testing would be undertaken to confirm the timing / routing of the minibus and a consultation evening held with parents to agree these details.
- The service will be charged for - currently parents pay the operator directly.
- Demand will be monitored through the Travel Plan and additional buses provided if demand goes up.
- Exact pick-up points will be confirmed based on 2017/2018 home postcodes when

⁴ See page 110 of the published report to Planning Committee on 17th February 2016.

available, but there are currently pick-up points throughout Kenton / Queensbury / Kingsbury. Parents will be consulted on pick-up locations

Community Use Agreement

Council officers have been separately working to progress to completion a Community Use Agreement that would secure controlled access for the community to the school's sports hall and outdoor sports facilities. As with the Travel Plan, the final version will be given effect through the section 106 Planning Obligation.

Sport England

As was reported verbally by officers at the 17th February meeting, Sport England has withdrawn its objection confirming that, subject to additional conditions (proposed in the addendum to the 17th February meeting), it is satisfied that the proposed development meets its policy exceptions [for development on playing fields] as follows:

- Policy Exception E4: *'The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development'*; and
- Policy Exception E5: *'The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields'*.

Accordingly, it has not been necessary to refer the application to the National Planning Casework Unit.

Referral to the Mayor of London

On 3rd May 2016 confirmation was received that the Mayor of London is content for Harrow Council to determine the application and that he does not wish to direct refusal.

During the course of the Mayoral referral, Greater London Authority (GLA) officers requested the submission of a revised Energy Statement to demonstrate, using methodology compliant with GLA energy planning guidance, that the proposal would meet the London Plan carbon dioxide reduction target. A revised Energy Statement and associated documents/drawing have been submitted and GLA officers have confirmed that they are satisfied with this.

The GLA officers' report notes that 4 letters and a petition (30 signatories) objecting to the proposed development were sent directly to the Mayor. These are addressed in the GLA officers' report and would have been taken into account by the Mayor in reaching his decision not to call-in the application or direct refusal.

Conditions

Construction Impacts Management Plans

The report to Planning Committee of 17th February 2016 recommended that planning permission be granted subject to a number of conditions, and further conditions were recommended in the addendum. Prior to the Committee, in order to expedite the progress of this development project, the applicant submitted an acceptable Construction and

Logistics Plan. The relevant pre-commencement condition⁵ was amended, in the addendum, to reflect this.

Two of the other pre-commencement conditions⁶ require the approval of a Dust, Noise and Vibration Management Plan and of a Demolition and Construction Waste Management Plan. Details pursuant to these conditions have been submitted by the applicant and dialogue with the Council's Environmental Health Officer, as regards their acceptability, is underway. The outcome of this dialogue and a recommendation as to the acceptability of the details submitted, will be reported to the Committee as addendum information.

Brown Roof Feasibility

A progression point condition⁷ requires details for the provision of appropriate biodiversity planting on roofs within the development to be agreed, unless it is demonstrated to the satisfaction of the local planning authority that such a 'brown roof' is not feasible and/or practical.

Pursuant to the condition, the applicant submitted a letter from the project's senior contract manager stating that the provision of a 'brown roof' would add sufficient weight to the load of the building as to necessitate enhancements to the structural specifications of the proposed development, and so add an estimated £400,000 to the construction cost. At officers' request, the applicant provided further information as to the specification of 'brown roof' investigated and a breakdown of the specific components of the additional £400,000 cost. GLA officers were asked to comment on the submissions, following which it was accepted that the provision of a full 'brown roof' is not feasible in this instance.

Finally, as an alternative that would still have some biodiversity value, the possibility of a lightweight sedum roof was suggested to the applicant. In response the applicant states that even this would require structural redesign with associated additional costs and delays in the delivery of the school, and points out that the development would create new and enhanced habitat features on the site in other ways.

Tree Retention

It came to light in early April that a number of trees/existing planting to the west of the derelict pavilion building had recently been removed. None of the trees removed are the subject of a Tree Preservation Order but they were identified on the drawing L-I439-PRP-005 Rev. 07 (*trees to be retained and removed*).

The matter has been raised with the applicant who has apologised for the inadvertent removal of the trees. A revised version *trees to be retained and removed* drawing has been submitted along with a new drawing showing indicative proposals for replacement planting. As a result it will be necessary to amend conditions⁸ relating to the agreement of details of the proposed swale in relation to retained trees and to the agreement of new landscaping details.

⁵ Condition numbered 5 in the published report to Planning Committee on 17th February 2016.

⁶ Conditions numbered 3 (dust, noise and vibration management plan) and 4 (demolition and construction waste management plan) in the published report to Planning Committee on 17th February 2016.

⁷ Condition numbered 7 (biodiversity on roofs) in the published report to Planning Committee on 17th February 2016.

⁸ Conditions numbered 13 (alignment of the swale) and 14 (landscaping details) in the published report to Planning Committee on 17th February 2016.

Correction of Errors

Due to typographical issues, the text of a number of conditions⁹ in the published report to Planning Committee of 17th February was erroneously cut short. Furthermore, a condition¹⁰ requiring a noise management plan is duplicated whilst another condition¹¹, restricting the hours of use of the outdoor sport facilities, erroneously refers to an evening limit of 22:00 hours, at odds with the limit of 21:00 hours recommended by the Council's Environmental Health Officer¹². It is therefore considered necessary to amend the affected conditions to correct these errors.

Additional Conditions

Policy DM 43 B of the Development Management Policies Local Plan (2013) gives effect to the strategic transport policies in the London Plan (2015) and the Harrow Core Strategy (2012) by requiring proposals for major development to satisfactorily mitigate transport impacts, including through the preparation and implementation of travel plans.

The transport assessment of the subject proposal, and the resulting travel plan measures, are predicated on the impacts associated with the school at full capacity of 1,260 pupils and the proposed staggered start and finish times as set out in the travel plan. The travel plan would be secured and enforceable via the section 106 Planning Obligation and the proposed staggered start and finish times would be secured by condition¹³. However, as a safeguard against any future school expansion to increase pupil numbers and, therefore, to potentially increase the highways and transport impacts beyond those assessed and mitigated as part of this planning application, it is considered necessary and reasonable to cap pupil numbers as a condition of planning permission. To provide the school with a small amount of flexibility to accommodate bulge years, it is recommended that a cap of 1,300 pupils should be imposed.

As noted in the relevant sections of the report to Planning Committee of 17th February 2016, the site is on land designated as open space in the Local Plan, parts are subject to fluvial and surface water flood risk, a number of trees are the subject of Tree Preservation Orders and parts of the site are of recognised local biodiversity value. Furthermore, the development the subject of this planning application incorporates measures within the curtilage of the proposed buildings for sustainable drainage and nature conservation, whilst other parts of the site are to be retained as playing fields for the school and controlled community access.

Part 7 (to Schedule 2) of The Town and Country Planning (General Permitted Development) (England) Order 2015 includes a range of permitted development rights for non-domestic premises. Class M of that part allows for the erection, extension and alteration of school (and other) buildings subject to certain limitations and conditions, whilst Class N allows for the provision and replacement of hard surfaces within the curtilage of school (and other) buildings again subject to certain limitations and restrictions. Having regard to the relevant sections of the NPPF and the relevant policies¹⁴

⁹ Conditions numbered 10 (materials details), 12 (SUDS maintenance) and 13 (alignment of the swale) in the published report to Planning Committee on 17th February 2016.

¹⁰ Conditions numbered 18 and 21 in the published report to Planning Committee on 17th February 2016.

¹¹ Condition numbered 26 (hours of use) in the published report to Planning Committee on 17th February 2016.

¹² See page 114 of the published report to Planning Committee on 17th February 2016.

¹³ See the proposed new condition reported as addendum information to Planning Committee on 17th February 2016.

¹⁴ Refer to the relevant sections of the report to Planning Committee of 17th February 2016.

of the London Plan and Local Plan as they relate to the site constraints and proposal described above, it is considered necessary and reasonable to control what would otherwise be permitted development under Classes M and N of Part 7 (to Schedule 2) of the Order or any equivalent provisions in any replacement Order. An additional condition to this effect is, therefore, also recommended.

Summary of Changes to Recommended Conditions

In view of the above and on the expectation that agreement can be reached prior to the Committee's meeting on 27th May (this will be confirmed as addendum information) it is considered that the previously published conditions relating to the requirement for a Dust, Noise and Vibration Management Plan and a Demolition and Construction Waste Management Plan should be amended to reflect the receipt of acceptable details in these two regards. Minor amendments to other conditions can correct the identified errors in the originally published list of conditions and can ensure that the recent inadvertent removal of trees from the site are taken into account and remediated. The applicant has demonstrated that a 'brown roof' is not feasible in this instance and it is therefore also recommended that this condition can now be dropped. Two new conditions are recommended for the reasons set out above.

A full list of the recommended conditions, re-ordered where necessary to reflect these changes/additions and the changes/additions published in the addendum to the 17th February meeting, together with an updated list of drawings and documents to be approved, is provided at the end of this report.

Equalities Impact

- see report to Planning Committee of 17th February 2016 (**Appendix A**); the additional information and matters set out in this report are not considered to alter the previous findings in terms of equalities impact

Human Rights Act

- see report to Planning Committee of 17th February 2016 (**Appendix A**); the additional information and matters set out in this report are not considered to alter the previous findings in terms of the Human Rights Act

S17 Crime & Disorder Act

- see report to Planning Committee of 17th February 2016 (**Appendix A**); the additional information and matters set out in this report are not considered to alter the previous findings in terms of the Crime and Disorder Act

Consultation Responses

In response to the additional consultation responses identified in this report:

- the alternative site [Stanmore Marsh] referred to was not considered as it is not available for development nor large enough to accommodate the school, sports hall and associated outdoor sports facilities and the whole site is of local nature conservation importance;
- council tax matters are not material planning considerations and so cannot be taken into account as part of this planning application;
- the loss of open space/provision of retained space for general public access is addressed in the report to Planning Committee of 17th February 2016.

CONCLUSION

In accordance with the Committee's wishes, officers have maintained a dialogue with the applicant as a result of which additional information/clarification has been provided about the transport and highways impacts of the development, and some minor changes to the school Travel Plan are proposed. Work on the Community Use Agreement has also continued. Both the Travel Plan and the Community Use Agreement will be given effect through the section 106 Planning Obligation.

In the meantime, the application has been referred to the Mayor of London who has confirmed that he does not wish to call-in the application for his own decision, nor to direct refusal. As reported verbally to the Planning Committee on 17th February, Sport England has formally withdrawn its holding objection.

The Planning Committee is now invited to approve certain amendments, two additions and the removal of one duplication to the previously recommended list of conditions, for the reasons set out in this report, and to delegate authority to the Divisional Director of Regeneration, Enterprise and Planning to complete the section 106 Planning Obligation, and grant planning permission for the development, by the extended deadline of 31st August 2016.

CONDITIONS

General Conditions

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

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

2 Unless otherwise agreed in writing by the local planning authority, the development shall be carried out in accordance with the approved drawings.

REASON: To ensure that the development is carried out in accordance with the details submitted in the planning application.

Pre-Commencement Conditions

3 The development hereby approved shall not be commence until details of the means of protection of the trees, hedgerows and other existing planting to be retained within the site, and adjacent trees within adjoining sites, have been submitted to, and agreed in writing by, the local planning authority. The details shall include:

- a) arrangements for audited arboricultural monitoring of the site during the construction works;
- b) identification of root protection areas;
- c) the method of any excavation proposed within the root protection areas;
- d) the type, height and location of protective fencing; and
- e) measures for the prevention of soil compaction within the root protection areas.

The construction of the development shall be carried out in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the retention and survival of trees, hedgerows and other planting of significant amenity value within the site that are to be retained, and trees within adjoining sites, are safeguarded during construction, in accordance with Policy DM 22 of the Development Management Policies Local Plan (2013).

Development Phase Conditions

4 The approved Construction and Logistics Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority, shall be adhered to throughout the construction of the development.

REASON: To ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy 6.3 of the London Plan (2015).

5 The approved dust, noise and vibration management plan, or any amendment or variation to it as may be agreed in writing by the local planning authority, shall be adhered to throughout the construction of the development.

REASON: To ensure that measures are put in place to manage and reduce dust emissions, noise and vibration impacts during demolition and construction and to safeguard the amenity of neighbouring occupiers, in accordance with Policies 7.14 & 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

6 The approved demolition and construction waste management plan, or any amendment or variation to it as may be agreed in writing by the local planning authority, shall be adhered to throughout the construction of the development.

REASON: To ensure that waste management on the site is addressed from construction stage and to promote waste as a resource, in accordance with Policy CS1 X of the Core Strategy (2012).

Progression Point Conditions

7 Before the construction of the sports hall building on the site reaches damp proof course level, details of the acoustic qualities within the building fabric of the sports hall as assessed in the Environoise report dated 30th March 2015 shall be submitted to, and agreed in writing by, the local planning authority.' The development of the sports hall shall be carried out in accordance with the details so agreed.

REASON: To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

8 Before the construction of any building on the site reaches damp proof course level, the following specifications shall be submitted to, and agreed in writing by, the local planning authority:

- a) the detailed design of all ramps, steps and pathways within the external areas of the development;
- b) the thresholds, door opening widths and landing areas at all entrances between the external areas of the development and the approved buildings; and
- c) the levels and layout of pedestrian route(s) between the parking areas within the site and the entrances of the approved buildings.

The development shall be carried out in accordance with the specifications so agreed, or any amendment or variation to them as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

REASON: To ensure that the development contributes to the creation of a Lifetime Neighbourhood and an inclusive environment, in accordance with Policies 7.1 & 7.2 of the London Plan (2015) and Policy DM 2 of the Development Management Policies Local Plan (2013).

9 Before the construction of any building on the site reaches damp proof course level, details of the materials to be used in the external surfaces of the buildings shall be submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of design in accordance with Policy 7.6 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

10 Before the construction of any building on the site reaches damp proof course level, and notwithstanding the details shown on the approved drawings, a drawing to show revised cycle parking arrangements on the site, and to show how the area to the north of the sports hall building will be secured, shall be submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of design, and is safe & secure, in accordance with Policy 7.6 of the London Plan (2015) and Policies DM 1 and DM 2 of the Development Management Policies Local Plan (2013).

11 Before the construction of any building on the site reaches damp proof course level, a plan for the on-going maintenance of the sustainable drainage measures to be implemented across the development shall be submitted to, and agreed in writing by, the local planning authority. The plan shall thereafter be implemented for the lifetime of the development, or any amendment or variation to the plan as may be agreed in writing by the local planning authority.

REASON: To ensure that adequate measures for the control and disposal of surface water from the development are maintained on the site, in accordance with Policy 5.13 of the London Plan (2015) and Policies DM 10 of the Development Management Policies Local Plan (2013).

12 Before the construction of any building on the site reaches damp proof course level, details of the provision of appropriate bird nesting boxes, bat roosting boxes/tubes and invertebrate habitat for the enhancement of biodiversity within the development shall be submitted to, and agreed in writing by, the local planning authority. The details shall comprise:

- a) species catered for, number, location, orientation and type of bird boxes incorporated into or affixed to new buildings;
- b) number, location, orientation and type of bat boxes/tubes incorporated into or affixed to new buildings;
- c) number, location, orientation and type of bird and bat boxes affixed to appropriate trees; and
- d) location and form of invertebrate habitat i.e. log piles and stag beetle loggeries.

The development shall not be first used until the details so agreed have been implemented, and shall thereafter be retained.

REASON: To ensure that the development appropriately protects and enhances the biodiversity value of the site in accordance with Policy 7.19 of the London Plan (2015) and Policies DM 20 and DM 21 of the Development Management Policies Local Plan (2013).

13 No public address system shall be installed on the site until details of the system have first been submitted to, and agreed in writing by, the local planning authority. The system

shall be installed and operated in accordance with details so agreed.

REASON: To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

14 No cricket pitch on the site shall be prepared and laid out until details of its location, construction and layout have first been submitted to, and agreed in writing by, the local planning authority. The cricket pitches shall thereafter be located, constructed and laid out in accordance with the details so agreed.

REASON: To ensure that the development delivers outdoor sport facilities which are fit for purpose and to ensure sufficient benefit of the development to sport.

15 No work to prepare, construct or lay out outdoor sports facilities on the site shall be carried out until:

- (i) a detailed assessment of ground conditions has been submitted to, and agreed in writing by the local planning authority; and
- (ii) any improvements (including a timetable for implementation) arising out of the assessment under (i) above have been submitted to, and agreed in writing by, the local planning authority.

The works to prepare, construct and layout the outdoor sports facilities on the site shall be carried out in accordance with any improvements so agreed under (ii) above and shall thereafter be retained.

REASON: To ensure that the development delivers outdoor sport facilities which are fit for purpose and to ensure sufficient benefit of the development to sport.

16 No artificial grass pitch and no multi use games area shall be installed on the site until details of its location, construction and layout have first been submitted to, and agreed in writing by, the local planning authority. The artificial grass pitch and multi-use games area shall thereafter be located, constructed and laid out in accordance with the details so agreed.

REASON: To ensure that the development delivers outdoor sport facilities which are fit for purpose and to ensure sufficient benefit of the development to sport.

17 Notwithstanding the details shown on approved drawings numbered L-1439-PRP-005 Rev. 09, L-1439-PRP-006 Rev. 07 and L-1439-PRP-007 Rev. 14, no work on the swale shall commence until a drawing revising the alignment of the swale in relation to retained trees (including tree T36) has been submitted to, and agreed in writing by, the local planning authority. The swale shall be constructed and thereafter retained in accordance with the revised drawing so agreed.

REASON: To ensure that trees of significant amenity value of the site and identified for retention are not adversely affected by the construction of the swale, in accordance with Policy 7.21 of the London Plan (2015) and Policy DM 22 of the Development Management Policies Local Plan (2013).

18 Before any landscaping is carried out within the site, including any works preparatory to such landscaping, a scheme for the hard and soft landscaping of the whole site shall be submitted to, and agreed in writing by, the local planning authority. Details shall include:

- a) planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme;
- b) existing and proposed site levels, clearly identifying changes to landform;
- c) details of hard surface materials;

- d) details of all boundary treatment, including fences, means of enclosure and gates;
 - e) detailed drawings and specifications for the areas identified for habitat retention, protection and enhancement on approved drawing numbered L-1439-PRP-005 Rev. 09;
 - f) detailed drawings and specifications of proposals for a trim trail in the location identified for this purpose on approved drawing numbered L-1439-PRP-005 Rev. 09;
 - g) details of the layout of all sports pitches, the outdoor learning/classroom area on the site of the former pavilion, footpaths and gates to those parts of the site to be made permanently accessible to the community;
 - h) details of the buffer zones either side of Edgware Brook and flood protection bund and protection for these zones during preparatory and landscaping works; and
 - i) detailed drawings and specifications of proposals for replacement tree and ground cover planting in the location identified on approved drawing L-1439-SKP-028 Rev. 04.
- The development shall be carried out in accordance with the scheme so agreed, and shall thereafter be retained.

REASON: To ensure that the development secures satisfactory hard and soft landscaping details for all parts of the site, in accordance with Policies DM 1 and DM 22 of the Development Management Policies Local Plan (2013).

19 No impact piling shall take place until a piling method statement has been submitted to, and agreed in writing by, the local planning authority. 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).

20 The site wide heating system boiler(s) shall be installed and thereafter retained in accordance with a specification that shall first have been submitted to, and agreed in writing by, the local planning authority.

REASON: To ensure that the emissions from the combined heat and power system comply with the standards published at Appendix 7 of the Mayor of London's Sustainable Design & Construction supplementary planning document (2014) (or such appropriate standards as may supersede them) and that the development is consistent with the provisions of Policy 7.14 of the London Plan (2015).

21 No external lighting shall be installed anywhere on the site until details of such lighting has been submitted and, and agreed in writing by, the local planning authority. Such details shall include:

- a) the siting, height and appearance of the proposed lighting and any associated mounting structures;
- b) the type and strength of luminance of the luminaires;
- c) isoline (lux) diagrams;
- d) times and controls of illumination;
- e) the measures proposed to reduce light pollution; and
- f) the measures proposed to ensure minimal UV light emittance of luminaires.

The external lighting shall be installed and thereafter retained in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of amenity in accordance with Policy 7.6 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013); to ensure that the development appropriately protects and enhances the biodiversity value of the site in accordance with London Plan Policy 7.19 and Local Plan Policies DM 20 and DM 21.

22 The windows in the east elevation of the school building and which would serve the stair core at the eastern end of that building shall be installed with obscure glazing and shall be non-openable, and shall thereafter be retained in that form unless otherwise agreed in writing by the local planning authority.

REASON: To safeguard the privacy of the occupiers of neighbouring property in Green Verges and to ensure that the development achieves a high standard of privacy and amenity in accordance with Policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

Pre-Use Conditions

23 The development hereby approved shall not be first used until a noise management plan has been submitted to, and agreed in writing by, the local planning authority. The development shall be used at all times in accordance with the noise management plan so agreed, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

24 The development hereby approved shall not be first used until an emergency plan for the safe evacuation of staff, pupils and visitors to the site in the event of a modelled 1 in 100 year fluvial flood event and 1 in 30 year surface water flood event, taking into account the predicted effects of climate change upon those modelled events, has first been submitted to, and agreed in writing by, the local planning authority. The plan shall thereafter be put into effect in accordance with implementation measures that shall be specified in the plan.

REASON: To safeguard the users of the development in the event of fluvial and surface water flooding within the wider area, in accordance with Policy 5.12 of the London Plan (2015) and Policy DM 9 of the Harrow Development Management Policies Local Plan (2013).

25 The development hereby approved shall not be first used until photo voltaic panels have been installed in accordance with a drawing showing the location, orientation and pitch of the photo voltaic panels that shall first have been submitted to, and agreed in writing by, the local planning authority. The panels shall thereafter be retained.

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 (2015).

26 The development hereby approved shall not be first used until a plan detailing staggered student start and finish times has been submitted to, and agreed in writing by, the local planning authority. The development shall be operated in accordance with the plan so agreed, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To ensure that the transport impacts of the development are satisfactorily mitigated, in accordance with Policy 6.3 A of the London Plan (2015) and Policies DM 42

C and DM 44 C of the Harrow Development Management Policies Local Plan (2013), and in the interests of the amenities of the neighbouring occupiers in accordance with Policy DM 1 C & D of the Harrow Development Management Policies Local Plan (2013).

27 The development hereby approved shall not be first used until details of the measures to make efficient use of mains water within the school building and sports hall have been submitted to, and agreed in writing by, the local planning authority. The measures shall be implemented in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the development makes efficient use of mains water in accordance with Policy 5.15 of the London Plan (2015) and Policy DM 10 of the Development Management Policies Local Plan (2013).

28 The outdoor sports facilities shall not be brought into first use until 2.4 metres high close boarded fencing, as indicated on the approved drawing L-1439-PRP-002 Rev. 09, has been erected in accordance with details that shall first have been submitted to, and agreed in writing by, the local planning authority. The details shall include metric scale drawings to show the precise alignment of the proposed fencing (in relation to the boundary and any neighbouring walls and fences to be retained) at all points along its length and its appearance, and a detailed specification of its acoustic qualities. The fencing shall thereafter be retained in accordance with the details so agreed.

REASON: To ensure that the fencing is appropriate to the character of the area and is well laid out in relation to neighbouring property and existing landscaping; and to ensure that the fencing makes the maximum possible contribution to noise reduction consistent with the amenity of the neighbouring occupiers; in accordance with Policy 7.15 of the London Plan (2015) and Policies DM 1 and DM 22 of the Development Management Policies Local Plan (2013).

29 Before the sports hall, artificial grass pitches, MUGA and grass pitches are brought into use, a management and maintenance scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the local planning authority. This should include measures to ensure that the surface of the artificial grass pitch is replaced at the end of its usual lifespan. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the sports hall, artificial grass pitches, MUGA and grass pitches.

REASON: To ensure that a new facility is capable of being managed and maintained to deliver facilities which are fit for purpose, sustainable and to ensure sufficient benefit of the development to sport.

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

REASON: To ensure that the development makes appropriate provision for soft landscaping in accordance with Policy DM 22 of the Development Management Policies Local Plan (2013).

On-Going Conditions

31 The outdoor sports facilities shall not be used before 07:00 hours and after 21:00 hours on any day, unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

32 The level of noise emitted from any plant (e.g. air conditioning system) installed on the site shall be lower than the existing background level by at least 10 LpA. Noise levels shall be determined at one metre from the boundary of the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with British Standard 4142 (or any document revoking and replacing British Standard 4142, with or without modification). The background noise level shall be expressed as the lowest LA90 (10 minutes) during which the plant is or may be in operation. If requested in writing at any time by the local planning authority, measurements of the noise from the plant must be taken and a report/impact assessment demonstrating that the plant (as installed) meets the design requirements shall be submitted to the local planning authority within three months of such request.

REASON: To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

33 The approved Car Park Management Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority, shall be adhered to throughout the operation of the development.

REASON: To ensure that the on-site car parking is properly managed and available to meet the needs of the school and community users of the site, and does not give rise to conditions prejudicial to the free flow and safety of traffic using the surrounding public highway network, in accordance with Policy 6.3 of the London Plan (2015) and Policy DM 42 of the Development Management Policies Local Plan (2013).

34 The approved Delivery and Servicing Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority, shall be adhered to throughout the operation of the development.

REASON: To minimise the impact of deliveries and servicing upon the amenity of neighbouring occupiers and to manage the impact upon the surrounding highway network, in accordance with Policy 6.3 of the London Plan (2015) and Policies DM 1, DM 43 and DM 44 of the Development Management Policies Local Plan (2013).

35 Any telecommunications apparatus, extraction plant, air conditioning units and other plant or equipment that is required to be installed on the exterior of the buildings hereby approved shall be carried out in accordance with details that shall first have been submitted to, and agreed in writing by, the local planning authority, and shall be permanently retained as such thereafter. The details shall include siting, appearance, any arrangements for minimising the visual and (if relevant) odour impacts and any arrangements for mitigating potential noise or vibration.

REASON: To ensure that the development achieves a high standard of design and amenity; and to ensure that neighbouring occupiers are not exposed to unreasonable noise, disturbance and odour; in accordance with Policies 7.6 and 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

36 Unless otherwise agreed in writing by the local planning authority, the development

hereby approved shall be carried out in accordance with the proposals for emissions savings that are documented in the approved Energy Statement Rev. D dated 29th April 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 (2015).

37 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).

38 The development hereby approved shall be used for education and community sports use only, and shall not be used for any other purpose, including any other use that would fall within Classes D1 or D2 of the schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to those classes in any statutory instrument revoking and re-enacting that order with or without modification).

REASON: To ensure that the transport impacts of the development are satisfactorily mitigated, in accordance with Policy 6.3 A of the London Plan (2015) and Policies DM 42 C and DM 44 C of the Harrow Development Management Policies Local Plan (2013), and in the interests of the amenities of the neighbouring occupiers in accordance with Policy DM 1 C & D of the Harrow Development Management Policies Local Plan (2013).

39 Unless otherwise agreed in writing by the local planning authority, the number of pupils under the age of 18 on the school roll and present on the site at any time shall not exceed 1,300.

REASON: To ensure that the transport and highway impacts of the development are restricted to those assessed through the transport assessment of the approved development and managed through the approved travel plan, and to enable any future school expansion generating significant amounts of additional movement to be supported by further transport assessment and travel planning, in accordance with paragraphs 32 and 36 of the National Planning Policy Framework (2012), Policy 6.3 of the London Plan (2015) and Policy DM 43 of the Harrow Development Management Policies Local Plan (2013).

40 No development that would otherwise fall within Classes M and N to Part 7 (of Schedule 2) of The Town and Country Planning (General Permitted Development) Order 2015, or any equivalent Classes of any statutory instrument amending or replacing that Order with or without modification, shall be carried out on the site without the permission, in writing, of the local planning authority.

REASON: To ensure that the erection, extension or alteration of further school buildings and the provision of any further hardsurfacing on the site does not: result in the unnecessary erosion of designated open space; result in the loss of playing fields; prejudice the site's function as a flood storage area or reduce the effectiveness of the development's sustainable drainage system; or prejudice the health and survival of protected trees and biodiversity on the site. In accordance with the paragraphs 74, 100-104 and 118 of the National Planning Policy Framework (2012), Policies 5.12, 5.13, 7.18, 7.19 and 7.21 of the London Plan (2015), Policies CS 1 F and U of the Harrow Core Strategy (2012) and Policies DM 9, DM 10, DM 11, DM 18, DM 20, DM 21, DM 22 and DM 47 of the Harrow Development Management Policies Local Plan (2013).

Plan Numbers:**Site Plans and Architectural Drawings:**

000-DR/A-100 Rev. P02; 000-PE-01-03-DR-A-0104 Rev. P05; 000-PE-00-ZZ-DR-A-105 Rev. P01; 000-PE-01-GF-DR-A-0128 Rev. P03; 000-PE-01-01-DR-A-0129 Rev. P03; 000-PE-01-02-DR-A-0130 Rev. P03; 000-PE-01-ZZ-DR-A-0201 Rev. P03; 000-PE-01-ZZ-DR-A-0202 Rev. P03; 000-PE-01-ZZ-DR-A-0203 Rev. P03; 000-PE-02-01-DR-A-0106 Rev. P03; 000-PE-02-GF-DR-A-0100 Rev. P11; 000-PE-02-ZZ-DR-A-0111 Rev. P05; 14042/03 (Cycle Access Strategy)

Landscape Drawings:

L-1439-GAP-001 Rev. 02; L-1439-GAP-002 Rev. 02; L-1439-GAP-003 Rev. 02; L-1439-GAP-004 Rev. 02; L-1439-GAP-005 Rev. 02; L-1439-GAP-006 Rev. 02; L-1439-GAS-001 Rev. 03; L-1439-GAS-002 Rev. 02; L-1439-GAS-003 Rev. 02; L-1439-GAS-004 Rev. 0; L-1439-GAS-005 Rev. 01; L-1439-GAS-006 Rev. 01; L-1439-PPP-001 Rev. 04; L-1439-PPP-002 Rev. 06; L-1439-PRP-002 Rev. 09; L-1439-PRP-003 Rev. 10; L-1439-PRP-005 Rev. 09; L-1439-PRP-006 Rev. 07; L-1439-PRP-007 Rev. 14; L-1439-PRP-009 Rev. 01; L-1439-SKP-028 Rev. 04; CPW-14606-EX-100-01 Rev. T3; 003 Rev. A (Tree Constraints Plan – South); 002 Rev. A (Tree Constraints Plan – Northeast); 001 Rev. A (Tree Constraints Plan – Northwest)

Drainage Drawings and Documents:

1177-CUR-Z0-00-DR-C-0050 S0 Rev. 6; 1177-CUR-Z0-00-DR-C-0051 S0 Rev. 6; 1177-CUR-Z0-00-DR-C-0052 S0 Rev. 6; 1177-CUR-Z0-00-DR-C-0058 S0 Rev. 1; NO1177-E-010 Rev. P01; Document by Micro Drainage, MUGA & STP Storage (dated 25 September 2015); Document by Micro Drainage, Attenuation Design (dated 25 September 2015); Document titled 'Micro Drainage Calculation -2016-01-11 MUGA & STP'

Impact Mitigation Plans:

Biodiversity Management Plan dated October 2015; Car Park Management Plan dated January 2016; Construction and Logistics Plan dated February 2016; Site Management Plan Version 5 dated 18th May 2016 and Bowmer & Kirkland letter dated 11th May 2016; Delivery and Servicing Plan dated January 2016; Site Waste Management Plan Vibration dated 8th February 2016; Travel Plan dated April 2016

Reports:

Air Quality Assessment (Version 4) dated 18th January 2016; Design & Access Statement (not dated); Energy Statement Rev. D dated 29th April 2016; Environoise Report dated 30th March 2015; Environoise Technical Planning Note dated 25th September 2015; Executive Summary – Flood Egress/Access Strategy dated 15th February 2016; Executive Summary – Surface Water Strategy dated 15th February 2016; Flood Risk Assessment dated 28th September 2015 and Addendum A dated 13th October 2015 and SUDS Maintenance Plan (not dated); Letter from Environoise Consulting Limited dated 21st December 2015; Noise Impact Assessment (Ref: 20537R01PKmdw dated 30th March 2015); Services Utility Report Rev. A dated 15th October 2015; Transport Assessment dated October 2015

**Appendix A: Officers' Report and Addendum to
Planning Committee 17th February 2016**

ITEM NO: 1/03

ADDRESS: WHITCHURCH PLAYING FIELDS, WEMBOROUGH ROAD,
STANMORE

REFERENCE: P/4910/15

DESCRIPTION: THE ERECTION OF A THREE STOREY BUILDING FOR USE AS A
SCHOOL WITH DETACHED SPORTS HALL/COMMUNITY
CHANGING BLOCK, HARD AND SOFT LANDSCAPING, SPORTS
PITCHES AND MULTI-USE GAMES AREAS (MUGA), HARD AND
SOFT PLAY AREAS, PARKING, BIN STORAGE AND BOUNDARY
TREATMENT

WARD: BELMONT

APPLICANT: BOWMER & KIRKLAND / EDUCATION FUNDING AGENCY

AGENT: DPP PLANNING

CASE OFFICER: PETER BARRON

EXPIRY DATE: 18TH JANUARY 2016

RECOMMENDATION A

GRANT planning permission subject to:

- (i) referral to the National Planning Casework Unit should Sport England's holding objection not be withdrawn;
- (ii) referral to the Greater London Authority (GLA);
- (iii) conditions; and
- (iv) the completion of a section 106 Planning Obligation;

by 31st June 2016 or such extended period as may be authorised by the Divisional Director in consultation with the Chairman of the Planning Committee. Authority to be given to the Divisional Director of Regeneration and Planning, in consultation with the Director of Legal and Governance Services, for the sealing of the section 106 Planning Obligation and to agree any minor amendments to the conditions, informatives, drawing numbers and the Planning Obligation terms. The proposed section 106 Planning Obligation Heads of Terms cover the following matters:

- a) Contribution of £250,000 to fund junction improvements to be secured at Wemborough Road/Whitchurch Lane/Marsh Lane/Honeypot Lane junction
- b) Community Use Agreement to be implemented
- c) Implementation of the Green Travel Plan
- d) Undertaking that the applicant will work with Harrow Council on relevant mitigation works or promotional activities that would contribute to air quality improvement outcomes in the area of the site

RECOMMENDATION B

That if, by 31st December 2016, or such extended period as may be authorised, the section 106 Planning Obligation is not completed, then delegate the decision to the Divisional Director of Planning to REFUSE planning permission for the appropriate reason.

1. The proposed development, in the absence of a Planning Obligation to (i) fund the provision of infrastructure directly related to the development and (ii) secure necessary agreements and commitments in relation to the development, would fail to mitigate the impact of the development upon infrastructure and the wider area, contrary to the National Planning Policy Framework, Policies 3.19, 6.3, 7.14 and 8.2 of the London Plan (2015), Policies CS 1 G and Z of the Harrow Core Strategy (2012) and Policies DM 43, DM 46 and DM 50 of the Local Plan (2013), and the provisions of the Harrow Planning Obligations supplementary planning document.

BACKGROUND & EXECUTIVE SUMMARY

The Avanti School is a state-funded Hindu faith school that opened in 2012. The School's primary year groups are accommodated at the former Peterborough & St. Margaret's School site in Common Road, Stanmore. The secondary year groups are temporarily accommodated at Pinner High School; however, and with the support of the Education Funding Agency, the Avanti School secondary school now seeks a permanent new home.

This planning application proposes to fulfil that need by the construction of a new school and sports hall on land at Whitchurch Playing Fields, Wemborough Road, Stanmore. The playing fields are designated in the Local Plan as open space and are allocated for community outdoor sports use. The west field is subject to flood risk, primarily associated with the Edgware Brook which flows through the south-west corner of the site.

The school campus would occupy the east field. In addition to the school building, sports hall and associated parking & play areas, the east field would also accommodate tennis/netball courts, a Multi-Use Games Area (MUGA) and a grass mini-soccer playing pitch. The west playing field would be subdivided: land north of the Edgware Brook (which flows through the site) would be Avanti School playing fields; land south of the Edgware Brook would remain fully accessible to the public. A Community Use Agreement has been prepared that would secure controlled access for community groups to use the School's sports hall and outdoor sports facilities.

Harrow's Core Strategy and other Local Plan documents were prepared to provide a spatial plan for the Borough's development and infrastructure needs to 2026, including schools development. Having allocated sufficient land to meet these needs and in light of other evidence as to the shortfall, across the Borough as a whole, of land for sport & recreation etc., the Local Plan offers unequivocal protection for designated open spaces and identifies major opportunities for making better use of certain existing open spaces.

In the relatively short time since the adoption of the Local Plan population projections and school place planning projections have been revised upwards. The one site allocated for a new secondary school in the Local Plan is now being brought forward by another party and other schools within the Borough are the subject of a co-ordinated expansion programme. Even with these and Avanti School, which is already providing places from its temporary site at Pinner, there is a projected shortfall of secondary school places in the Borough over the medium to longer term.

The applicant has conducted a reasonable search for alternative suitable sites that would meet its needs within its search area (the London Boroughs of Barnet and Harrow) but none more suitable than Whitchurch Playing Fields has been found.

The proposal represents a departure from the development, being a development on open space and for a use contrary to the site's allocated purpose. However, it is concluded that the projected future shortage of secondary school places, and a firm Government planning policy statement as to the support to be given to schools development, are compelling other material considerations that point to a decision other than in accordance with the Local Plan in this instance.

It is recognised that the proposal raises legitimate local concerns about the transport impacts, amenity, noise, air quality, flooding and landscape/nature conservation. Every effort has been made in the design and layout of the development to address these and, as explained in this report, it is recommended that a number of further mitigations be secured through a section 106 Planning Obligation and as conditions of planning permission. Subject to these and referral to the Mayor of London, it is recommended that planning permission be granted.

INFORMATION:

This application is reported to the Committee as the proposal involves more than 400 sq. metres floorspace and the site area is more than 0.1 hectares and so falls outside of the thresholds set by category 1(d) of the Council's Scheme of Delegation for the determination of new development.

Statutory Return Type: Largescale Major Development

Council Interest: Yes

Gross Existing Floorspace (GIA): not known¹

Net Proposed Floorspace: 9,285 square metres

GLA CIL (provisional): Nil²

Harrow CIL (provisional): Nil³

Site Description

- 10.5 hectares site bounded: to the west by Abercorn Road; to the south by Wemborough Road; to the south-east by Whitchurch Primary School and Nursery; to the east by properties in Green Verges (Cedar House, Littlecot and nos. 2-17 Green Verges); and to the north by in Old Church Lane (nos. 82-96 & nos. 108-122 evens), Cranmer Close (nos. 4-8) and no. 86 Abercorn Road
- the site is currently in use as publicly accessible playing fields with ancillary car parking, a dilapidated 1930s pavilion building (and separate car park), ancillary structures for storage and, adjacent to Whitchurch Lane, an electricity sub station
- access to Whitchurch Primary School and the car parking area is from Wemborough Road; there is a secondary access from Marsh Lane (south of Green Verges)
- Edgware Brook flows in an open channel across the south-west corner of the site from Abercorn Road (where it emerges into the site from a culvert) to Wemborough

¹ There is an existing pavilion building on the site which it is proposed to demolish. The floorspace of the building, which is derelict, is not known.

² The Mayor of London's CIL includes an exemption for development "...wholly or mainly for the provision of education as a school or college under the Education Acts or as an institution of higher education.

³ The Harrow CIL does not apply to development for uses falling within Classes D1 or D2.

- Road (where it re-enters a culvert)
- there is a bund inside the southern boundary of the site broadly parallel with Wemborough Road
- the site is bounded by fencing
- group tree preservation orders are in place along the Edgware Brook, to the north/northwest of the car park and along the secondary access from Marsh Lane
- the majority of the playing field that is to the east of Abercorn Road and to the south of nos. 82-96 Old Church Lane, and the dilapidated pavilion and car park, is mapped as being within fluvial flood zone 2 and 3
- parts of the site are also mapped as being at risk of surface water flooding⁴ including the secondary access from Marsh Lane
- other than the access road between Wemborough Road and the car park, the whole of the application site is designated on the Local Plan Policies Map as Open Space and is allocated as Major Open Space Site 6 in the Site Allocations Local Plan (2013)
- the Edgware Brook, land to the west of the dilapidated pavilion building and the area to the north/northwest of the car park is designated on the Local Plan Policies Map as a Site of Importance for Nature Conservation (SINC)
- the site has a public transport accessibility level (PTAL) of 1b

Proposal Details

- 9,285 sq. metres floorspace across two buildings for use as non-residential state-funded secondary school (Class D1)
- the applicant's Planning Statement provides the following additional information:
 - the proposal is made by Avanti House, a Hindi faith school for 4-18 year olds split across two sites
 - this application relates to the secondary phase of the school
 - the school opened in September 2012 and can admit 180 secondary pupils per year
 - when full it will have 1,260 secondary pupils aged 11-18
 - the school now has pupils in years 7-10 and currently has 478 pupils
 - the school is currently based in the building acquired for Pinner High School
 - completion of the proposed buildings is expected in August 2017 by which time the number of pupils in years 7-11 and sixth form (year 12) is anticipated to be close to 850
- main building would be three storeys with approx. dimensions 87 metres (wide) x 36 metres (deep) and 11.2 metres high located to the north of Whitchurch Primary School and to the rear of properties in Green Verges; accommodation would comprise:
 - ground floor: reception and offices; 13 x classrooms; 2 x seminar rooms; drama studio, music and other ancillary rooms; library; dining hall, kitchen and server; materials storage; staff preparation rooms; toilets; and ancillary storage spaces
 - first floor: main hall; 18 x classrooms; ICT room; 5 x seminar rooms; sixth form study room; Head's offices, conference room and reprographics; staff preparation rooms; toilets; and ancillary storage spaces
 - second floor: 8 x science labs and a science preparation room; 8 x classrooms; 2 x ICT rooms; sixth form social room; small meeting rooms; plant room; staff preparation rooms; toilets; and ancillary storage spaces

⁴ 1 in 30 and 1 in 100 years probability

- a second, detached sports building with a footprint of approx. 1,438 sq. metres and with heights of 4.3 metres and 9.3 metres high located to the north of the existing car park; accommodation would comprise:
 - a sports hall (4 courts/594 sq. metres); and activity studio (150 sq. metres) in the part of the building that would be 9.3 metres high
 - segregated school and community changing facilities; staff changing facilities; plant room; office; storage facilities and toilets
- the proposal would share the existing access to Whitchurch Primary School from Wemborough Road; the access from Marsh Lane would be used for maintenance only
- 69 car parking spaces with manoeuvring space would be situated to the east, south and west sides of the proposed main building; the school's main entrance would be located on the south elevation of the proposed main building
- 185 cycle parking spaces are also proposed
- indicative hard and soft landscaping works are shown to the north of the main building and this would provide informal outdoor space for staff and pupils
- a hard-surfaced multi-use games area (MUGA) and a soft-surface mini soccer pitch are proposed to the rear of properties in Cranmer Close and Old Church Lane (nos. 108-122); the MUGA would be enclosed by a weldmesh fence to a height of 3 metres
- the site would be enclosed/subdivided as follows:
 - a 2.4 metres high timber close-boarded fence would be erected to the boundaries with property in Green Verges, Cranmer Close, Old Church Lane and 86 Abercorn Road, and alongside the secondary access from Marsh Lane and between the rear boundaries of property in Green Verges and the proposed main building
 - a 1.8 metres high weldmesh fence would be erected along Abercorn Road from no. 86 to the Edgware Brook, through the site along the north side of Edgware Brook, along the west side of the access road from Wemborough Road (incorporating the dilapidated pavilion building and its car park), around the south, west and north sides of the existing car park and to the north boundary of Whitchurch Primary School
 - a 1.2 metres high steel bowtop fence would be erected around a pond to the north of the existing car park
 - a 2.4 metres high weldmesh fence would be erected between the proposed main building and the proposed sports building, and between the proposed sports building and the proposed MUGA
 - the existing perimeter fence along Wemborough Road and the remainder of Abercorn Road would be retained to continue to enclose the area to the south/south-west of the Edgware Brook
- pedestrian access to the area south/south-west of the Edgware Brook would be via gates from Abercorn Road and from the access road from Wemborough Road
- pedestrian access to the area north of the Edgware Brook would be via access gates at the existing bridge over the Brook or otherwise through the main school complex
- the proposal would provide the following outdoor sports facilities:
 - 3 x full-size football pitches
 - 2 x five-a-side football pitches
 - 3 x mini soccer pitches
 - 1 x under twelve's football pitch
 - a running track
 - a cricket pitch

- 3 x netball/tennis courts
 - 1 x synthetic surface pitch
- no floodlighting is proposed as part of this application

Revisions to Application following submission

The following revised and additional documents have been submitted during the course of the application to address wherever possible issues raised by officers and consultees, and to pre-empt details that would be required by condition in order to expedite the project in the event that planning permission is granted:

- Addendum note in response to Transport for London
- Additional Air Quality Information and a Revised Air Quality Assessment
- Amended and Detailed Landscape and Tree Drawings
- Amended Site and Security Drawing
- Amended and Detailed Drainage Drawings
- Car Park Management Plan
- Construction Logistics Plan
- Delivery & Servicing Plan
- External Lighting Strategy
- Geophysical Survey
- Revised Sports Hall Internal Layout

Environmental Impact Assessment

On 27th February 2015 the Council carried out a screening opinion pursuant to the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2011 (as amended) for the Redevelopment of Former Playing Fields to Accommodate a New 6 Forms of Entry Secondary School (900 Pupils & 360 Post 16 Sixth Form Places) And Associated Internal And External Sports Facilities at the site (P/0521/15). The opinion concludes that the proposal is not EIA development.

The subject application was accompanied by a further screening request. On 14th December 2015 the Council issued a further opinion that the development proposed in the application is not EIA development.

Relevant History

- LBH/41331: Outline: mobile Buildings to Provide Temporary First and Middle Schools with Associated Playing Areas, Car Parking and Access Road (Vehicular Access from Wemborough Road); GRANT - 2nd October 1990
- LBH/41332: Outline: New First and Middle Schools with Associated Playing Areas, Car Parking and Access Roads together with Parking Spaces to Serve Playing Fields (Vehicular Access from Wemborough Road); GRANT - 2nd October 1990
- LBH/42637: Flood Prevention Bunding and Alleviation Measures; GRANT - 23rd April 1991
- EAST/1074/00/FUL: Works to Water Course; WITHDRAWN - 26th April 2002
- P/1136/05: Change of Use of Part of Ground Floor to Use as Day Nursery and After School Club for up to 70 Children; GRANT - 28th July 2005

Pre-Application Discussion (Ref.)

- P/4265/15/PREAPP: Development of a New School facility for 1,260 Pupils Aged Between 11 Years and 18 Years

Applicant Submission Documents

Planning Committee

Wednesday 17 February 2016

- Air Quality Assessment
- Biodiversity Management Plan
- BRE Assessment
- Design & Access Statement
- Education Funding Agency Letter dated 13th October 2015
- Energy Statement
- Flood Risk Assessment (and Appendices A-D & Addendum)
- Geo-Environmental Assessment Report (Phase I)
- Ground Investigation Report (Phase II)
- Noise Impact Assessment (and Technical Planning Note)
- Pedestrian Level of Service Assessment Note
- Planning Statement
- Policy Statement – Planning for Schools Development
- Request for Screening Opinion dated 13th October 2015
- Sequential Assessment
- Services Utility Report (and Appendices)
- Statement of Community Involvement (and Annexes 1 & 2)
- SUDS Maintenance Plan
- Transport Assessment (and Appendices 1-19)
- Travel Plan

Advertisement & Site Notices

18 x Site Notices at various locations on: Wemborough Road; Marsh Lane/Green Verges; Old Church Lane; Cranmer Close; Abercorn Road (29th October 2015)

Harrow Times: Departure from the Development Plan; Major Development (29th October 2015)

Notifications

Sent: 1,189 (28th October 2015)

Replies: 52 objections; 220 supports

Expiry: 18th November 2015

Objection Issues (summarised)

Transport

traffic during construction; traffic during operation phase; area already congested esp. 7.30-9.00am and 3.30-6.30pm; not convinced by transport plan – not clear what mitigation measures are; accidents will increase; already 2 primary schools and college nearby and proposal will add 1,200 people by foot, car or bike; proposed leisure facilities will add to congestion; will increase rat running on residential roads; nature of school will bring pupils from many different areas; whole area will become gridlocked; staggering start/finish times will just extend the period of congestion; questionable whether proposed measures will reduce pedestrian accidents; will sixth formers be prevented from driving to school?; impact on emergency access/fire station nearby; exacerbate traffic noise; Marsh Lane/Wemborough Road junction won't cope with increase in traffic and pedestrians; will exacerbate traffic on Abercorn Road; see traffic chaos at Park High to see what is going to happen here; serious concerns about Transport Assessment; PTAL of site at lower end of scale; buses will become monopolised by students making it difficult for elderly and pram users; buses already overcrowded; at least 100-200 extra cars twice a day, excluding staff; additional parking restrictions needed; major traffic

planning/road scheme needed; school coaches in Dalkeith Grove cause considerable difficulties; access should not be from Marsh Lane; impact on existing Whitchurch School not addressed; cumulative traffic impacts of other developments (Anmer Lodge, spur Road in Barnet, Barnet Football Club); no coach parking; Green Travel Plan unrealistic and unenforceable; junction improvements unlikely to provide adequate relief to additional traffic; residents' driveways will be blocked at certain times.

Parking

insufficient parking for staff and sixth formers; no space for residents and their visitors to park; demand for drop-off activity not catered for; no mitigation for increased on street parking offered; likely staff car park will be used out of hours; students should be forbidden to bring cars onto the site or park within 3 miles.

Open Space Issues

Loss of safe dog-walking area; playing fields provide good recreational facility for all residents; contrary to NPPF and to Council's own up-to-date Core Strategy and Site Allocations documents and Policy DM 18; should review use of site only through the rigorous development plan review process (consideration of supply & demand for different uses); applicant's evidence of search for other sites is weak; land is currently open space with policy restrictions; what guarantees of public access?; Mayor of London recently spoke of need for better quality green spaces and funded the Stanmore Marsh restoration nearby; site is used for football, cricket, running, dog walking, kite flying, picnicking and other activities; the existing playing fields function as a village green; loss of a 'green lung' for the area; pavilion is part of the heritage of the site and should be retained; existing schools will lose access to the playing fields; south west triangle is a bog; Aldenham Bus Works site should be considered instead; green and sports land will be lost forever.

School Issues

Thought should be given to a multi-faith school to accommodate people who live in the area; proposal will attract students from further afield; location not practical for target students; should consider expanding existing schools; planning permission already granted for a primary school; single faith school will not meet the wider needs of the community; provision for new school should be made away from other schools; already four schools nearby; school should not be permitted to let hall or facilities for private functions at any time but particularly evenings; all activities should cease by 10pm weekdays and 6pm weekends; free schools not subject to proper inspection and regulation and creates separation and fragmentation in the education system; no substantial evidence that this area needs additional secondary school places; will funding this school be to the detriment of other local schools?; single faith school socially divisive.

Flooding

Building likely to exacerbate local flooding to surrounding area; applicant has not carried out a proper sequential test; east field collects and holds water for the area; responsibility for flood defence upkeep would pass to a third party; after an hour of recent heavy rain sluice and Whitchurch Lane were overwhelmed; responsibility for maintaining, altering and changing flood defences should be clear; school may want to expand onto adjacent field; does the Environment Agency approve?; flood risk not properly assessed; surface water discharge proposal does not accord with Policy DM 10; the need for the school should not outweigh the need to protect existing property; site is currently waterlogged; will sue when properties flood as a result of this

development.

Character and Appearance

Three storey building out of keeping and an eyesore; overdevelopment; both buildings of considerable height and mass; no architectural merit; one floor should go in basement; will lead to litter in area; compared to more imaginative schools being designed proposal is poor response to site.

Amenity

3 storey building 9-10 metres behind our property; fence should be at least 5 metres high; loss of open views; overlooking from windows on east elevation; fumes from adjacent car park serious to health; gap between fences inadequate for maintenance; who will be responsible for flooding in gardens?; quality of life of Green Verges residents will be affected; causing great anxiety and worry; overbearing and visually obtrusive; building would have less impact if on other half of field; concern about future floodlighting, evening functions & etc.

Biodiversity

Nature conservation site could be adversely affected; the stream, biodiversity and surviving wildlife seem bottom of the agenda; habitats will be lost; hedgerows must stay intact.

Noise

No assessment of noise from the proposed MUGA; assessment of noise from the sports hall based on wrong methodology; extreme noise from 1,300 teenagers; proximity of tennis and basketball/netball courts will cause constant noise nuisance; car parks close to boundaries will be noise.

Air Quality

Increased air pollution detrimental to health; will pollution levels at drop off and pick up times breach EU limits?

Procedural concerns

21 days inadequate time for response; implore the Planning Committee to visit the area between 8am & 9am and again between 3.30pm & 4.30pm; support respondents don't live in the immediate area; lack of proper consultation – nothing since March 2015; comments not taken on board; award of funding and contract for site indicates a politically predetermined case and lack of consultation; submitted documents contain inconsistencies; Council's EIA Screening Opinion (dated 14th December 2015) contains deeply concerning comments and pre-determines outcome and conclusions of highway officers and planning assessment, and does not mention noise when school operational.

Support Comments (summarised)

Harrow needs more school places; important for education of children; Avanti House takes community very seriously; new building will help the area; school started in 2012 with 500 students but still doesn't have a home; school is very popular; application warrants full support; there will be a shortage of school places in the next few years; the sports facilities will benefit the local community; the school has a gold standard Travel Plan; most families attending the school live in Stanmore/Edgware; school rated good with fantastic features by Ofsted; many students of school already use public transport; decision should be made as soon as possible; further delays risk damaging education; will help regenerate the area; good use for the land; will bring secondary school closer to

primary school; not enough good schools in Harrow; will improve educational achievement; traffic congestion to site will be kept to a minimum; new school needed to balance out new homes built recently; existing great transport links; the school is open to all faiths; meets demand; will provide good recreational facilities; we moved to Harrow so that our children may go to a faith based school; open space under used would serve the community better if redeveloped; lack of permanent site detrimental to children.

Canons Park Residents' Association (summarised)

Size and nature of proposal warrants an Environmental Impact Assessment or a Cumulative Impact Assessment; 21 day consultation period inadequate and unreasonable; changes made following pre-application consultation have not been relayed; the Statement of Community Involvement presents only partial account of consultations held; a challenge on the process employed may be forthcoming; Honeypot Lane junction will be overloaded at peak times; lack of cycling provision for a new school a safety risk; terms of community use should be generous – on a cost not a commercial basis.

Environment Agency

The proposed development has been arranged through use of a sequential approach, ensuring that the more vulnerable aspects of the site are located within Flood Zone 1 and the higher flood risk areas are used for water-compatible development.

The application does not include an assessment of the safety of the site's route of access / egress during a flood event. Harrow Council are the competent authority on matters of evacuation and rescue, and therefore should address the adequacy of the evacuation arrangements, including safety on the route of access / egress in a flood event, or information relating to signage, underwater hazards or any other particular requirements. You should consult your emergency planners as you make this assessment.

Historic England

Although the site lies outside an archaeological priority area, an investigation directly to the north-west of the site recorded evidence of multi-period activity (from the prehistoric through to the medieval period). The site is of a large scale and the proposed works is likely to result in a significant amount of top soil stripping which, due to the lack of historical development on the site, could result in extensive removal of previously unrecorded archaeological remains across much of the site. I therefore recommend that the following further studies should be undertaken to inform the preparation of proposals and accompany a planning application: Geophysical Survey

Mayor of London (stage one response) (summary)

Principle of land use – provision of school on open space/playing fields: The proposed free secondary school on the site is supported as the scheme not only contributes through increasing provision of places in areas where there is unmet demand, but also in driving up the quality of provision and choices for parents. The sequential test exercise that has been carried out has an appropriate methodology and is suitably thorough and robust.

Playing fields and community use: The community use plan which makes available the new sport facilities in the school for community use outside the school's core hour is welcomed and should be secured. As the site is a designated playing field, the negotiations with Sport England should be continued in order to address the objection and to reach a suitable agreement.

Biodiversity: The proposed mitigation measures are welcomed and need to be conditioned.

Urban design: There are no strategic design concerns. However, the applicant is encouraged to explore the use of higher quality facing materials to the mains school frontage. As a minimum, the Council should secure key details of the cladding system to ensure the best possible build quality is delivered and ease of maintenance is prioritised.

Access: Whilst the proposed inclusive access measures are welcomed and need to be secured, the applicant is required to clarify on the type of lifts proposed.

Sustainable development/energy: Site wide carbon emissions and savings and full BRUKL sheet including energy efficiency measures alone (i.e. excluding PV) to support the savings claimed should be provided. Further information is required on the floor area and location of the energy centre and a roof plan showing where the PV will be located, their orientation and pitch. The applicant should investigate the potential for inclusion of other renewable energy technologies in the building design in the interest of achieving the 35% carbon reduction target.

Flooding: No strategic concerns. The approach to sustainable drainage is acceptable and should be secured via an appropriate planning condition to be discharged in consultation with LB Harrow Lead Local Flood Authority.

Transport: The mode share for public transport should further disaggregated into buses; tube and train allowing TfL to further assess the impact on each respective mode. A site wide car parking management plan should be submitted for approval, secured by condition and implemented to manage and regulate the use of the car park along minimising any on street parking. A more thorough Pedestrian Environment Review System (PERS) audit should be carried out; further evidence to demonstrate that there will be no adverse impact on the safe operation of the junctions or on bus journey times as a result of the proposed changes to staggered signal controlled pedestrian crossings required. The proposed cyclists' access to the site and the cycle parking locations should be revised. Improved travel plan, DSP & CLP should be submitted and secured through conditions.

Metropolitan Police (Designing Out Crime)

No objections. Detailed recommendations made for Secured by Design Award as to CCTV, video motion detection, lighting, monitored alarm and any on-site safe(s).

Sport England

Sport England will not object to this application if the outstanding issues are resolved to Sport England's satisfaction. Sport England submits a holding objection to this application until these issues are resolved.

Whitchurch playing fields are regularly used by a local football club, St Joseph's Youth. The proposals will result in development on what is known as the top field for a; sports hall, school building with associated car parking and outdoor space, 3 court MUGA comprising 3 netball courts (30m x 15.25m) and grass mini Soccer pitch U9/U10 55m x 37m.

The proposed sports hall, 3 court MUGA and artificial grass pitch (although it is not clear from the information provided what surface this proposal will support), has the potential to meet exception 5 of Sport England's policy which states:

The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

Artificial Grass Pitch and MUGA: Sport England requests further details of the surfaces and construction of the proposed AGP and MUGA. These facilities should meet the design guidance set out in the Sport England document; Artificial Surfaces for Outdoor Sport.

Sports Hall: The sports hall facilities should meet the requirements of the football and cricket teams that will use the school playing fields. Further revisions to the proposals are required to provide:

- Additional changing rooms for officials;
- Modesty screening in the changing provision;
- Amendments to the showers to include 4 shower heads in cubicles;

Sport England also requires details of the flooring in the sports hall so that it can be used for cricket and confirmation of the surface of the artificial grass pitch, which is likely to be used for football training. The amendments to the design should meet Sport England's design guidance for sports hall. The sports hall will also need to accommodate storage for any community users of the sports hall and the users of the playing field. The ECB and FA have now received a copy of the plans and I will ask them to feed back any additional, more detailed comments as soon as they are able.

Floodlighting: Floodlighting of the outdoor court/pitch facilities would also secure significant benefit to the development of sport and meet Exception 5. It was acknowledged at the meeting that floodlighting does not form part of this application but the Council would ensure that ducting for floodlights would be included in the proposals for the artificial pitch. Sport England therefore request plans showing this (or this could be secured through condition).

Community Use: All new sports facilities should be made available to the community and a community use scheme is required. It is important that the needs of the existing users, St Josephs Youth FC are given careful consideration within the community use agreement, to ensure that they are able to use the grass and artificial surfaces, changing provision and parking. The Council should provide a copy of the community use agreement as soon as possible for Sport England and the NGBs to review and comment on.

Proposed school buildings and ancillary space on playing field land: The proposed development of the school building with associated car parking and outdoor space on playing field land does not meet any of the exceptions in Sport England's Playing Fields Policy. To mitigate for this loss, it acknowledged that a number of new sports facilities will be provided on the site. In addition, an area adjacent to the stream crossing the corner of the Whitchurch playing fields was put out of use and later damaged by Environment Agency works to the watercourse would be brought back into use to provide additional football pitches, to help meet the demand from the youth teams that currently use the site. To meet the needs of the youth team that currently use the site, the lower field pitch layout should be reconfigured to include an FA recommended dimensions for a 9 v 9 pitch. This could in part meet exception 4:

The playing field or playing fields, which would be lost as a result of the proposed development, would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development.

Cricket Pitch: As the proposed development will result in the loss of a cricket pitch from the site, it is important that the needs of cricket are addressed through the proposal. The ECB has advised us that the orientation of the cricket square shown on the plans is incorrect as it runs east/west instead of on a north/south axis (see ECB design guidance note TS4). The redesign of the pitch layout should accommodate the square in its correct orientation and with minimum 50 metre boundaries. The ECB has also asked us to request further details of what specification the square would be built to. It is important that the requisite level of build specification matches the maintenance regime that will be put in place and that it is constructed to meet the requirements of community cricket. There are understood to be 3 local cricket clubs looking for a venue in Harrow and cricket could also benefit from access to the new sports hall, plus predicted future growth once the site is enhanced, was a determining factor in the ECB's support for these proposals, subject to addressing the issues relating to community access and pitch improvements. Please provide revised drawings showing the correct pitch layout as discussed with the FA/ECB.

Improvements to the existing playing fields and the area of additional playing field south of the river are essential to ensure that the remaining playing fields can accommodate use from both the community and the local sports clubs.

Sport England welcomes the Applicant's intention to also improve the existing pitches and improve the area that has been damaged. However, whilst details of this were provided at the planning application stage, I have not found any information that has been submitted with the planning application. This could be secured by condition, but it would be preferable for the Applicant prefers to submit this information in advance of a decision being made. Please could this information be provided for the FA/ECB to comment on? Sport England can then suggest a condition to ensure the playing field improvements are secured as part of the application.

Management and Maintenance: In addition, Sport England would recommend the following condition to secure the management and maintenance of the playing field and other sports facilities:

Before the sports hall, artificial grass pitches, MUGA and grass pitches are brought into use, a Management and Maintenance Scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the Local Planning Authority after consultation with Sport England. This should include measures to ensure that the surface of the artificial grass pitch is replaced at the end of its usual lifespan. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the sports hall, artificial grass pitches, MUGA and grass pitches.

Reason: To ensure that a new facility is capable of being managed and maintained to deliver facilities which are fit for purpose, sustainable and to ensure sufficient benefit of the development to sport and to accord with Development Plan Policy.

Sport England also requires confirmation that spoil from the school build will be removed from the site and not redistributed across the playing field before we remove our holding objection.

Conclusion: Given the above assessment, Sport England wishes to submit a holding objection to this application to allow time to resolve the matters and ensure that the proposed development meets exceptions 4 and 5 of its Playing Fields Policy and paragraph 74 of the NPPF. If your Council decides not to ensure that the additional information set out above is provided or secure this through conditions (agreed with Sport England) then Sport England would wish to raise an objection to this application. Should the local planning authority be minded to approve this application without the above being addressed, then given Sport England's subsequent objection and in accordance with The Town and Country Planning (Consultation) (England) Direction 2009 the application should be referred to the Secretary of State via the National Planning Casework Unit.

Thames Water

No impact piling condition recommended. Informative relating to ground water and the installation of petrol/oil interceptors and fat traps recommended.

Transport for London (Summary)

The main issues raised to be resolved before the application can be considered in line with the transport policies set out within the London Plan (2015):

- Justify the proposed level of car parking and implement a car parking management plan;
- Undertake a full PERS and CERS audit to identify local walking/ cycle improvement needs;
- Review proposed cycle parking location and access arrangement for cyclists in light of comments;
- Identify adequate measures to address lack of desire lane on the junction of Marsh Lane/ Whitchurch Lane/ Honey Pot Lane/ Wemborough Road junction
- To review mode share and disaggregated public transport modes into respective modes
- To identify and secure adequate mitigation measure to address junction capacity impact to junctions expected to operate beyond their capacity, including the junction with Marsh Lane/ Whitchurch Lane/ Honey Pot Lane/ Wemborough Road;
- Impose assertive targets for walking and public transport use in the travel plan to further reduce car trips, to be secured by planning obligations;
- Provide detailed DSP and CLP to regularise servicing and construction arrangements; these should be secured by conditions;
- Secure the school travel plan by obligation, including the staggering of starting and finishing time to minimise highway and traffic impact.

The Council's drainage team, environmental health office, biodiversity officer, landscape architect and the highways authority have been involved at pre-application phase and during the course of the application. Their advice is incorporated into the relevant appraisal section of the main report (below).

Applicant's Response

The applicant has provided an Addendum Technical Note in response to TfL's comments, summarised below:

- a Car Park Management Plan has been prepared;
- the Transport Assessment already provides a comprehensive review of pedestrian/cycling conditions and the scheme proposes key pedestrian improvements, so PERS/CERS audits are not considered to be necessary.

- the location of the cycle parking will be reconsidered as part of the landscaping details and a cycle route strategy has been prepared; a comprehensive review of local cycle infrastructure has been provided;
- a junction improvement scheme is proposed at the Marsh Lane/ Whitchurch Lane/ Honey Pot Lane/ Wemborough Road junction;
- a revised peak hour trip generation summary has been provided;
- a Travel Plan with targets to TfL Stars 'Gold' accreditation has been submitted; and
- a Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP) have been developed and supplied.

APPRAISAL

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

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

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

In this instance, the Development Plan comprises The London Plan (2015) and the Local Plan. The Local Plan comprises as relevant to the site) the Harrow Core Strategy (2012), the Development Management Policies Local Plan document (2013), the Site Allocations Local Plan document (2013) and the accompanying Local Plan policies map.

MAIN CONSIDERATIONS

Planning Policy for Protection of Open Space
 Local Plan Site Allocation MOS 6
 Core Strategy Area Spatial Objective
 Planning Policy for Provision of Sport Facilities
 Planning Policy for Floodlighting
 Planning Policy for Provision of Educational Facilities
 Residential Amenity
 Design and Layout
 Highways and Transport
 Noise
 Air Quality
 Carbon Dioxide Emissions Reductions
 Sustainable Design and Construction
 Flood Risk
 Sustainable Drainage
 Trees
 Landscaping
 Ecology and Biodiversity
 Land Contamination
 Heritage
 Electricity & Gas Supply
 Water Use and Waste Water Capacity
 Waste and Recycling

Planning Policy for Protection of Open Space

Paragraph 73 of the NPPF (2012) states that:

Access to high quality open spaces and opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Planning policies should be based on robust and up-to-date assessments of the needs for open space, sport and recreation facilities and opportunities for new provision. The assessments should identify specific needs and quantitative or qualitative deficits or surpluses of open space, sports and recreation facilities in the local area. Information gained from the assessments should be used to determine what open space, sports and recreation provision is required.

Paragraph 74 goes on:

Existing open space, sports and recreation buildings and land, including playing fields, should not be built on unless:

- o an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- o the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- o the development is for alternative sport and recreation provision the needs for which clearly outweigh the loss.*

Additional advice is provided in the National Planning Practice Guidance. Amongst other things, the guidance confirms that it is for local planning authorities to assess the need for open space and opportunities for new provision in their areas.

Policy 7.18 B of the London Plan (2015) states that:

The loss of protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate.

Policy 3.19 B of the Plan states that a net loss of sports and recreation facilities, including playing fields, will be resisted. Part C of the Policy calls for sports facility proposals on existing open space to be considered carefully in light of open space protection policies and the borough's own assessment of needs and opportunities.

Policy CS 1 F of Harrow's Core Strategy (2012) states that:

Harrow's open spaces and green grid will be managed as an interconnected, multifunctional environmental resource that contributes to biodiversity, adaptation to climate change, and to people's health and wellbeing. The quantity and quality of the Green Belt, Metropolitan Open Land and existing open space shall not be eroded by inappropriate uses or insensitive development. The reconfiguration of existing open space may be permitted where qualitative improvements and/or improved access can be secured without reducing the quantity of the open space. The provision of the new open space will be sought as part of major development proposals, and to deal with identified deficiencies, such as in the provision of play areas for both children and young people.

The reasoned justification for this policy is explained at paragraph 4.11 of the Core Strategy:

In total there are 1,334 hectares of land in open space within Harrow. However the Council's recent assessment of existing and future open space requirements demonstrates that there are considerable variations in the level and quality of provision across the Borough and identifies significant shortfalls in the availability of accessible open space for a range of uses, when assessed against recommended standards of provision. In light of this and in view of the forecast population increase and planned residential development in the Borough, there is a presumption against any net loss of open space, regardless of ownership and accessibility.

In his report finding that the Core Strategy is sound, the examining Planning Inspector observed on the issue of open space protection:

75. Given the existing deficiency in the provision of open space, the Council's position is understandable... Whilst a developer may offer qualitative or access improvements, the loss of the open spaces would not be recoverable. The Council's policy of concentration of development is unlikely to result in developments which can make their own, full, on-site provision of open-space. It seems likely that in many cases this will need to be compensated for by commuted payments for the improvement of existing open spaces or the acquisition of land – including the open land which is in private ownership – to provide the necessary open space. If the quantity of available open space is reduced by development, the opportunities for additional provision of public space or the improvement of existing open space will be less. Those benefits which would accrue from permitting the loss of open space in terms of quality and access could be benefits which would equally accrue from requirements made by other 'brownfield' developments without there being the need to countenance any quantitative loss to secure them.

Policy DM 18 of the Development Management Policies (2013) Local Plan gives effect to the strategic position established in the Core Strategy. Part A states that land identified as open space on the policies map will not be released for development. Part B sets out detailed criteria for the reconfiguration of open space subject to no net loss. Part C sets out detailed criteria for ancillary development (changing accommodation, pavilions & etc.) on open space and Part D deals with existing ancillary buildings. Part E states that proposals harmful to open space will be refused and Part F resists inappropriate change of use of open space.

Harrow's Open Space, Sport and Recreation Study (2011) (the "PPG 17 Study") provided an assessment of the quality, accessibility and quantity of the Borough's open spaces. In terms of quantity – and based on recommended standards of provision per 1,000 persons – the Study found there to be a total⁵ shortfall of -117.38 hectares open space and predicted that this shortfall would as a result of population⁶ growth increase to -138.77 hectares in 2026. It is this evidence that underpins the Core Strategy and Development Management Policies Local Plan's presumption against any net loss of

⁵ The sum of deficiencies across all typologies (parks, children's play space, amenity greenspace, natural/semi-natural space, sports and allotments) and the sum of deficiencies minus surpluses across the various sub areas identified for the purposes of analysis in the Study (central, north-east, north-west, south-east and south-west).

⁶ Based on GLA 2008 Ward Population Projections (Low).

designated open space.

The PPG 17 Study included the subject site within the 'outdoor sport' typology. It recorded that the site provides a children's play space (rated low quality), ten football pitches (rated as of average, below average and poor quality) and – in terms of changing accommodation – only a derelict pavilion. The Study recorded no cricket or rugby pitches and no tennis courts or bowling greens at the site.

Across the Borough as a whole, the Study found there to be a shortfall of -12.37 hectares land in the outdoor sport typology, increasing to -18.86 hectares in 2026.

The PPG 17 Study sets out the recommended quality standards for pitches, other forms of outdoor sport and changing facilities falling within the outdoor sport typology. The relevant recommended standards, and the quality score attributed by the Study to those found at Whitchurch Playing Fields, are reproduced in the Table below:

Pitch/Game Type	Recommended Quality Standard	Assessed Quality Standard
Football	71%	54% (F1) 57% (F2) 57% (F3) 51% (F4) 47% (F5) 60% (F6) 62% (F7) 61% (F8) 47% (F9) 38% (F10)
Changing Facilities	63%	Derelict (pavilion)

The PPG 17 Study also looked at the supply of sports halls as part of an assessment of indoor sports facilities. It found there to be a deficiency equivalent to -25 badminton courts but forecast that this deficiency would fall marginally to -22 badminton courts by 2026. However it should be noted that, since the Study was published, there has been a loss of sports hall provision equivalent to 4 badminton courts by the closure of the Zoom Leisure facility at the former Kodak Sports Ground. The Study recommended an accessibility standard of 20 minutes' drive time between residents' homes and indoor sports facilities and notes that, by this measure, Harrow's population has access to 2 or more sports halls.

Finally, in terms of Multi-Use Games Areas (MUGAs), the PPG 17 Study found there to be very limited provision across the Borough and recommended an accessibility standard of 15 minutes walking time to MUGAs, tennis courts and synthetic turf pitches. Applying this standard, the application site is within an area of deficiency as mapped in the Study.

As a footnote to the above summary of Harrow's PPG 17 Study, it should be noted that – since its preparation – population projections have been revised upwards. Logically, the likely implication of such revised projections will be to increase the forecast future shortfall of open space, sport and recreation in the Borough; however no update of the

Study to analyse more precisely the implications of the revised forecasts has been carried out.

In 2011 the Council adopted an open spaces strategy for the Borough. The Strategy does not form a part of the development plan for the purposes of the Planning Acts, but may nevertheless be a material consideration. In relation to outdoor sports, it recommends:

- a review of the arrangements with various sports and clubs using Council facilities;
- working towards better quality sports pitches to encourage higher levels of participation; and
- the development of a strategic approach to outdoor sports provision.

In 2013 the Council adopted an outdoor sports strategy (again, not part of the development plan) for the period 2013 to 2023. The strategy identifies Whitchurch Playing Fields in joint second place in a table⁷ of priorities for football pitch improvement.

As called-for by the NPPF, the Council has used a robust and up-to-date assessment of need for open space, sport and recreation facilities as a basis for planning policies in the Local Plan. The assessment – the “PPG 17 Study” - shows that there is an existing shortfall in open space, sport and recreation facilities across the Borough and that, with projected population growth over the plan period, that shortfall can only increase. The PPG 17 Study also recognises that there are some significant quality and accessibility issues. Nevertheless, given the gravity of the existing and projected future shortfall in the quality of open space, the Core Strategy is unequivocal that loss of open space will not be countenanced and this position is carried through to the provisions of Policy DM 18 of the Local Plan.

The proposal would, in effect, result in the loss of approximately 1.5 hectares of open space, equating to around 14 per cent of the application site. This is calculated as the area of: the main school building and sports hall; the curtilage of the school buildings (including car parks); and the maintenance access from Marsh Lane. The proposed MUGA, playing pitches and leftover areas would continue to constitute open space, sport and recreation facilities (irrespective of whether they are freely available to the public or whether there is controlled access through the school) and so should not be regarded as a ‘loss’ in planning policy terms. Nevertheless, approximately 1.5 hectares would be eroded by inappropriate use, and the school building & sports hall (which, it is considered, would not constitute wholly ancillary development in terms of Policy DM 18 C) would amount to insensitive development in that they would not preserve the openness of the open space. The proposal would therefore be contrary to Policy CS 1 F of the Core Strategy (2012) and Policy DM 18 A & E of the Harrow Development Management Policies (2013) Local Plan.

Turning to the exceptions criteria set out at paragraph 74 of the NPPF for building on open space land: the Council’s PPG 17 Study clearly shows that the land is not surplus to requirements; and, with the exception of the sports hall (insofar as there would be community access to it), the proposed development would not be for alternative sports and recreation provision. However, it should be noted that Sport England is satisfied in principle that the loss resulting from the proposed development would be replaced by better provision on the site in terms of quantity and quality, where quantity refers to the facilities provided (number/mix of sports pitches, their carrying capacity, changing

⁷ Table 15.1 of the Strategy.

accommodation & etc.) rather than the physical area of land.

It is acknowledged that the proposal would secure enhanced facilities on the site and the NPPF (together with Sport England's conclusions on the matter) are, of course, important material considerations. Furthermore, such improvements would undoubtedly be consistent with Harrow's open spaces and outdoor sports strategies. However, the position in the Local Plan is clear: qualitative improvements do not justify any net loss of designated open space. The proposal is therefore contrary to the aforementioned provisions of the development plan in that it would involve the loss of some 1.5 hectares open space. The proposal amounts to a departure from the development plan and planning permission should only be granted if it appears that other material considerations point to a decision other than in accordance with the development plan.

Local Plan Site Allocation MOS 6

Recognising the shortfall in open space, sport and recreation facilities, the Local Plan responds with a range of policies and site allocations to increase provision. One of those allocations, Site MOS 6 in the Site Allocations (2013) Local Plan, designates the subject site for community outdoor sports use. The following commentary is included as part of the allocation in the Local Plan:

6.15 The site is currently open space and is an important recreational destination. The site is suitable for community outdoor sports use. Development will be restricted to the minimum necessary to support outdoor sports use, and must not prejudice the role of this site as a flood storage area. Note that part of the site is identified in this Site Allocations Local Plan as a new Site of Importance for Nature Conservation (BD38); any outdoor sport use of this site must be compatible with and not prejudice the nature conservation value of the site.

6.16 Part of the Edgware Brook flows through the site and the site therefore includes some associated areas of medium and high probability flood risk. Development on the site will be directed to those parts of the site in lower flood risk, consistent with the vulnerability classification of the proposed development, in accordance with the NPPF sequential approach to development and flood risk.

The development of the site for a secondary school would be contrary to this allocation, although it is acknowledged that the development of the school in conjunction with the proposed community use agreement would deliver the objective of community access - albeit controlled and outside of school hours - to the enhanced outdoor sports facilities (as well as the proposed sports hall). Nevertheless, the proposal amounts to a further departure from the development plan in terms of the site allocation and planning permission should only be granted if it appears that other material considerations point to a decision other than in accordance with the development plan.

Core Strategy Area Spatial Objective

The site falls within the Core Strategy's Kenton & Belmont sub area. Area objective 3 is to provide for improved access to open space, through enhanced connectivity, having regard to opportunities to enhance biodiversity and improve flood risk management.

The issues of biodiversity and flood risk are appraised separately elsewhere in this report. In terms of access to open space, the whole of the site is currently freely accessible for informal recreation and sport use by the whole community. As noted in the preceding section of this report, approximately 1.5 hectares of accessible open space

would permanently lost to the proposed development although the sports hall would be made available for access-controlled community use outside of school hours. The MUGA and other outdoor courts to the north of the school complex, and the enhanced outdoor sports pitches to the north of the Edgware Brook, would also be made available for access-controlled community sports use outside of school hours. This would leave an area of 2.3 hectares south of the Edgware Brook freely accessible to the community for informal recreation such as walking, running and non-organised sport/play activities.

Although local residents would not continue to benefit from unfettered access to the whole site, the area south of Edgware Brook would continue to be available for informal recreation activity. The introduction of outdoor gym equipment in this area would provide some new opportunities for informal sport/recreation not currently available at the site.

However, as noted above, the allocation Site MOS 6 in the Local Plan is to deliver community sports use at the site and this allocation inevitably implies, therefore, that unimpeded access to the whole of the site for informal sport/recreation activities may not continue. To those residents and organised sport/recreation groups that would make use of the enhanced but access-controlled outdoor facilities, who presently travel elsewhere to meet their needs or make-do with the poor quality pitches currently provided on the site, the proposal can be considered to provide for improved access to open space consistent with Kenton & Belmont sub area objective 3.

Planning Policy for Provision of Sport Facilities

Paragraph 73 of the NPPF states that access to high quality opportunities for sport and recreation can make an important contribution to the health and well-being of communities. Policy 3.19 *Sports Facilities* B of the London Plan lends support to proposals that would increase the provision of sport and recreation facilities and encourages multi-use public facilities for sport and recreational activity wherever possible.

Policy CS 1 *Overarching Policy* G of Harrow's Core Strategy similarly supports appropriate proposals for enhancement of sport and recreation facilities, and commits the Council to work with landowners and institutions to support public access to such facilities. Policy DM 46 *New Community, Sport and Education Facilities* B of the Development Management Policies (2013) Local Plan supports the provision of new sport facilities where: they are located within the community that they would serve; they are safe and in an area of good public transport accessibility; and there would be no adverse impact upon residential amenity and highway safety. Part C of the Policy states that new indoor sport development should make provision for community access to the facilities provided.

The application site does not benefit from a particularly good level of public transport accessibility and the PPG 17 Study does not show a deficiency of sports halls in terms of accessibility. Nevertheless, putting aside the loss of open space, in the context of these policies on new sports provision and given the PPG 17 Study finding on the quantum of sports hall supply across the Borough, the provision of a new sports hall with access-controlled community use is to be welcomed. By its very nature, the availability of the sports hall for use outside of school hours can be expected to serve the wider (i.e. non-school related) local community and would be a safe, purpose-built environment for indoor sport and recreation activity.

Local Plan Policy DM 47 *Retention of Existing Community, Sport and Education*

Facilities A allows for the loss of existing sports facilities where, *inter alia*, there are adequate similar facilities within walking distance which offer equivalent provision or the redevelopment of the site would secure an over-riding public benefit. Policy DM 48 *Enhancing Outdoor Facilities A* provides support for proposals that would increase the capacity and quality of outdoor sports facilities subject to: no conflict with open space policies; no detriment to heritage or biodiversity; and no adverse impact on residential amenity and highway safety.

As noted elsewhere in this report, Sport England is satisfied in principle that the loss resulting from the proposed development would be replaced by better provision on the site in terms of quantity (including carrying capacity) and quality of facilities for sport and recreation. Although there would be a substantial diminution of available land for more informal sport and recreation activities such as walking and running, some space would nevertheless be retained to the south of the Edgware Brook and other nearby open spaces (Stanmore Marsh, Centenary Park and Canons Park) may provide alternative nearby opportunities for these activities. Therefore, and again putting aside the loss of open space, the proposal would be consistent with these policies on the retention and enhancement of sports facilities.

Other sections of this report deal with the implications of the development for residential amenity, noise, highway safety, biodiversity and heritage conservation.

Planning Policy for Floodlighting

Paragraph 129 of the NPPF states that, by encouraging good design, planning policies and decisions should limit the impact of artificial light on local amenity and nature conservation. London Plan Policy 3.19 B and Local Plan Policy DM 48 C provide a support for lighting needed to enhance sport facilities/participation unless there would be harm to amenity, biodiversity and the character of open land.

The subject application does not include any proposals for floodlighting, but in its consultation response Sport England has advised that the necessary below-ground infrastructure be installed as part of the proposed development to enable ease of installation in the future. It is for the applicant to decide whether to act on this advice. Any future proposal for floodlighting will need to be assessed on its own merits and having regard to, amongst other considerations, any impact (and any necessary mitigation measures) upon the amenity of neighbouring residents, biodiversity and the character of the open land arising from any associated light and noise pollution.

Planning Policy for Provision of Educational Facilities

In 2011 the Secretary of State for Communities and Local Government and that for Education issued a joint policy statement on planning for schools development. The overall tone of the statement serves to underline the importance attached to schools development by the Government, including the following:

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. We expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes".

The statement goes on to set out 8 policy principles for planning for schools development. A copy of the statement is attached to this report at **Appendix A**.

Paragraph 72 of the NPPF states that:

The Government attached 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. They should:

- *give great weight to the need to create, expand or alter schools; and*
- *work with schools promoters to identify and resolve key planning issues before applications are submitted.*

London Plan Policy 3.18 *Education Facilities D* states that:

...proposals for new schools (including free schools) should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.

Part E of the Policy encourages extended/multiple use of educational facilities for community or recreational use, whilst Part F goes on to encourage co-location and sharing of services between schools to maximise [efficient] land use.

The preparation of Harrow's Core Strategy and other Local Plan documents was underpinned by an evidence base including an Infrastructure Assessment and Delivery Plan (IDP) based upon (then) up-to-date population projections and other evidence. The IDP identified a need for a new primary school to serve the opportunity area together with the expansion of existing primary schools in the short term, and the need for increased secondary education provision from 2016 onwards. In response, Core Strategy (2012) Policy CS 1 Z permits the development of physical or social infrastructure needed to meet projected future requirements, whilst Policy CS 1 AA provides a commitment to help secure the provision of a new primary school and a new secondary school. Within the Harrow & Wealdstone Area Action Plan (2013), allocated Site 2 *Kodak and Zoom Leisure* requires the provision of a new primary school to be tied to the first phase of housing delivery on the site, whilst Site 3 *Teachers' Centre* of that Plan allocates land for the development of a secondary school, co-located adjacent to the existing Whitefriars Primary School (now developed).

Policy DM 46 *New Community, Sport and Education Facilities B* of the Development Management Policies (2013) Local Plan supports the provision of new educational facilities where: they are located within the community that they would serve; they are safe and in an area of good public transport accessibility; and there would be no adverse impact upon residential amenity and highway safety. Part C of the Policy states that new education development should make provision for community access to the facilities provided.

Thus, the Local Plan allocates sufficient land to meet the (then) projected requirements

for a new primary and secondary school, and sets out a policy framework for school expansion (recognising that this would also be needed) and for new school provision (recognising that some flexibility needed to be built into the Plan to respond to unforeseen changes in circumstance).

On 16th July 2015 a detailed report on school roll projections for the period 2016-2024 was presented by the Portfolio Holder for Children, Schools & Young People to Cabinet. In response to (principally, amongst other factors) updated population projections, taking into account migration trends and new housing development, and taking into account trends in flows of pupils out to neighbouring boroughs/in from neighbouring boroughs, the report makes projections of demand for primary and secondary school capacity in the Borough and compares this with projections of supply. The projections are expressed in terms of total pupil numbers/places and in terms of 'form of entry' (1 form of entry = 30 pupils/places). Primary refers to year Reception-6 which covers ages 4 to 10 year olds and secondary refers to year groups 7-11 which covers ages 11 to 15 year olds. Thus, Reception is the entry (or 'reception') year for primary stage education. Following the Council's decision to the change in the age of transfer in 2010, year 7 is the entry year for secondary stage education.

Although not relevant to the subject planning application, for the avoidance of doubt it is noted that the Cabinet report also considers provision for early years and for special educational needs and disability.

Primary school places

The Cabinet report projects⁸ that in 2015/16 there is a deficit of -381 pupil places across all primary schools in Harrow and that this deficit is projected to increase steadily year-on-year to -2,439 pupil places by 2024/25. A three-phase school expansion programme is in place to address the existing and projected shortfall. Of particular relevance to the subject planning application, the Cabinet report notes that Krishna Avanti Primary School was expanded from 1 to 2 forms of reception in September 2013 and that the Avanti House School provided 2 forms of reception from September 2014⁹.

Primary school place projections and planning are carried-out on an area basis: five geographic areas and the sixth 'area' deals with voluntary aided schools on a Borough-wide basis. The Cabinet report includes Krishna Avanti Primary School and the primary component of Avanti House School in this sixth area, noting that they both include elements of random allocation meaning that pupils could live anywhere in the Borough (or, indeed, come from neighbouring boroughs).

Secondary school places

The Cabinet report goes on to project¹⁰ that, in 2015/16 there is a modest surplus of +1,059 pupil places across all secondary schools in Harrow and that this surplus is projected to increase to a peak of +1,238 places in 2016/17, before falling steadily to a surplus of +334 places in 2021/22. Thereafter, the projections show a modest but growing year-on-year deficit: -287 places in 2022/23; -895 places in 2023/24; and -1,399 places in 2024/25.

The Council's education department has advised that:

- the surplus of places up to 2021 is across all secondary year groups and has been

⁸ See Table 15 of Appendix B to the Cabinet Report.

⁹ See section 5.4 of Appendix B to the Cabinet Report.

¹⁰ See table 29 of Appendix B to the Cabinet Report.

achieved through taking opportunities to make successful applications for government funding as these were made available

- this has achieved additional capacity at central Government expense which may not have been possible if these opportunities had not been taken; and
- the projections show that even with the delivery of all this additional capacity, including the Avanti House School places, there will be a shortfall across Harrow of 14 Year 7 forms of entry by 2024/25.

Therefore, although surplus places are projected until 2021/22, all these places (and more) will be required in 2024/25, and in the years thereafter, as primary years pupil cohorts gradually transfer to secondary schools. It should be noted that the capacity of secondary schools recorded in the Cabinet report¹¹ takes into account increases secured as part of phase 1 of a secondary school expansion programme: places provided by Avanti House School at its temporary Pinner site (from September 2012); additional capacity at Bentley Wood High School (from September 2014); the phased expansion of Whitefriars Community School (from September 2015); the opening of Pinner High School (from September 2016); and the planned expansion of Salvatorian College (from September 2017).

As with the primary school, secondary school place projections and planning are carried-out on an area basis comprising: three geographic areas and fourth 'area' to deal with voluntary aided schools on a Borough-wide basis. The Cabinet report¹² notes of secondary planning area 4 that:

The 6 forms of entry at Avanti House [School] give priority to the pupils attending Krishna Avanti Primary School and those pupils attending the primary phase at Avanti House will continue in the school. Up to 120 places or 4 forms of entry could be filled by these pupils.

The Cabinet report states that Phase 2 secondary expansion planning will require expansion of places at a number of existing high schools as well as potentially an additional new school above the current free school plans in the Borough. The Council's education department has advised that:

- sites for a new high school in Harrow will be challenging to identify, and planning and delivery can be expected to take some years;
- current high school sites are also constrained by existing student numbers and site scoping work will be needed to explore potential options; and
- the Government has confirmed the continuation of the free school programme and, if a site can be identified, a new high school may be a free school funded by the Government.

The Cabinet report shows that the Avanti House School, at its site in Stanmore¹³ its temporary site in Pinner, is already making a contribution to the supply of primary school places within the Borough, for which there is an existing and projected future shortfall. The School also makes a contribution to the supply of secondary school places within the Borough. Although the projections point to an over-supply of secondary school places in the short term, it follows that the pressure currently being experienced across the Borough's primary school will, in forthcoming years, translate into pressure at secondary school level and so reduce the over-supply until a deficit in secondary school

¹¹ See Sections 5.6 & 5.8 of Appendix B to the Cabinet Report.

¹² See section 5.8/page 51 of Appendix B to the Cabinet Report.

¹³ i.e the former Peterborough and St. Margaret's School in Common Road, Stanmore.

places across the Borough is reached in 2022/23. The Cabinet report also indicates that a new secondary school may be required even with the places provided by Avanti House School.

The implication of not accommodating the Avanti House School on a site within the Borough, or sufficiently close to the Borough boundary as to enable the School to make a contribution to the supply of school places serving Harrow, would be to exacerbate the projected shortfall in primary school places and to bring forward (and exacerbate) the projected shortfall in secondary school places. In view of the above evidence, it is therefore recommended that considerable weight may be attached to the need to find a site capable of permanently accommodating the Avanti House School in a location that would serve Harrow pupils.

A 'Sequential Assessment' dated June 2015 has been submitted with the application. The Assessment documents the search criteria used and the alternative sites considered, although (notwithstanding the title of the Assessment) the review of sites is not set-out in any order of sequential preference. The search criteria are reproduced, and the consideration of alternative sites is summarised, at **Appendix B** to this report.

Based on a search area covering the whole of the London Boroughs of Barnet and Harrow, a total of 117 alternative sites are considered in the Assessment. These were identified for consideration in the Assessment primarily through a review of allocated sites in Barnet's and Harrow's Local Plan and related planning documents, together with a search of agents' websites. Of the 117 sites considered in the Assessment, 58 have been discounted as being too small/incapable of accommodating the proposed development. Of the remaining 59, the Assessment finds that, amongst other reasons: 14 are also considered to be too small (for example, an where allocation comprises a collection of smaller/fragmented sites or buildings or is of unsuitable configuration); 21 are unavailable because they are already being brought forward by another developer and/or site acquisition costs are likely to be too high (typically as a result of planning permission for residential development); 11 are not available for some other reason (typically where a site is in existing operational use); 8 are either Green Belt/Metropolitan Open Land/Local Nature Reserve sites; 1 is already redeveloped; and 3 are considered to conflict with the purposes of the relevant site allocation. Those conflicts are: contrary to allocation for retention/re-provision of leisure centre and supporting residential development (Harrow Leisure Centre site); contrary to allocation for intensification of waste function and industrial uses (Harrow Civic Amenity & Depot site); contrary to allocation objective to retain original education building (Harrow College Brookshill Campus site). The Assessment concludes that only 1 of the 117 sites - Whitchurch Playing Fields – is suitable.

The Assessment demonstrates the difficulty of finding a suitable site to accommodate a secondary school, of the scale and with the facilities proposed, in a location that would serve residents in outer north-west London. It is acknowledged that, in response to the difficulty of finding a permanent site that could accommodate all of Avanti House School's requirements as a through-school, flexibility has been shown through the disaggregation of the primary school component (to be accommodated at the site of the former Peterborough & St. Margaret's School in Common Road, Stanmore) from the secondary school component that is the subject of this application. Given the current strength of the housing market it is perhaps not surprising that the Assessment's review of sites allocated for residential redevelopment has found that they are predominantly already being taken forward or are likely to be too expensive to acquire. Similarly, given

the drive to deliver development on previously-developed land and the predominantly suburban character of Barnet and Harrow, neither is it surprising that so many of the allocated previously-developed sites are too small for a development of the scale proposed. Given the strength of policy protection, it is accepted that Green Belt, Metropolitan Open Land and Local Nature Reserve sites may be safeguarded in preference to other potential sites. And although the selected site, Whitchurch Playing Fields, should also be considered contrary to its Local Plan allocation, its development for educational purposes does not raise the same practical issues that would arise in respect of the leisure centre, civic amenity/depot and Brookshill campus sites.

In these circumstances, and having regard to the submitted evidence of the applicant's consideration of other sites within the London Boroughs of Barnet and Harrow, it is recommended that the assertion that Whitchurch Playing Fields is the only suitable and readily available site for the proposed development be accepted.

Given that there is a now evidenced need for increased secondary school capacity over and above that originally envisaged when the Local Plan was being prepared, and on the basis that the unavailability of the allocated Teachers' Centre site is accepted, then it follows to consider the proposal in accordance with the criteria set out for new education facilities by Policy DM 46 *New Community, Sport and Education Facilities* B of the Development Management Policies (2013) Local Plan. This states that proposals for the provision of new educational facilities will be supported where:

(a) they are located within the community that they are intended to serve;

Paragraph 4.6 of the applicant's 'Sequential Assessment' states that the school was established on the understanding that it would operate within the London Borough of Harrow or Barnet. Furthermore, as explained in the July 2015 Cabinet report, the Avanti House School (and indeed the Krishna Avanti Primary School) are in special Borough-wide area categories for school place planning purposes reflecting their status as faith based voluntary aided schools. That Cabinet report also indicates that the secondary component of the Avanti House School is expected to draw much its intake from its own primary school component (in Common Road, Stanmore) and from Krishna Avanti Primary School (in Camrose Avenue, Edgware) – both in relatively close proximity to the Whitchurch Playing Fields site. It is therefore considered that the proposed secondary school would be located appropriately within the community that it is intended to serve.

(b) subject to (a) they are safe and located in an area of good public transport accessibility or in town centres; and

By its very nature as a purpose-built school to current design standards, it is anticipated that the development and educational use of the site would be safe for its users. More particularly, it is noted that the Design & Access Statement submitted with the application shows that the proposed buildings (and indeed the vast majority of the site) would fall beyond a 150 metres exclusion zone of the Marsh Lane gas station.

With a public transport accessibility level (PTAL) of 1b the application site does not benefit from a particularly good level of public transport accessibility. However, since the selected site appears to be the only one that is suitable and readily available for the proposed development, and as it does have the positive attribute of being relatively close to feeder primary schools so as to be regarded as being located appropriately within the community that it is intended to serve, as noted under (a) above, then the proposal is considered to be reasonably acceptable under this criteria. Clearly, a robust travel plan will be needed to ensure that the development is managed to achieve

sustainable transport choices by pupils, staff and other users of the site.

(c) there would be no adverse impact on residential amenity (see Policy DM 1) or highway safety.

Other sections of this report deal with the implications of the development for residential amenity, noise and highway safety.

Part C of the Policy states that new education development should make provision for community access to the facilities provided. A draft Community Use Agreement has been prepared by Council officers in dialogue with the applicant. The draft Agreement would make provision for:

- one full size football pitch to be made available to persons other than the school at all times;
- two community sports days per annum; and
- use of the sports facilities for a minimum of 100 hours per annum.

The draft Agreement requires the School to manage bookings and to make charges (consistent with the Council's standard fees & charges) for the use of the facilities.

In accordance with Policy DM 46 C, this Agreement should be secured through a section 106 Planning Obligation. Subject to such an agreement, it is considered that the proposal would not conflict with the relevant criteria set out in Local Plan Policy DM 46 and so should be supported in accordance with part B of that Policy.

Taking all of the above into account, it is considered that the evidenced need to ensure the continued provision of the secondary school places (to serve the Borough) provided by the Avanti House School, the Secretary of States' policy statement and paragraph 72 of the NPPF are the material considerations that point to a decision other than in accordance with the development plan in this case. It is therefore recommended, on balance of these other material considerations, that planning permission may be granted.

Residential Amenity

London Plan Policy 7.6 *Architecture* states that buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings in relation to privacy, overshadowing, wind and microclimate.

Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM 1 *Achieving a High Standard of Development* C requires all development to achieve a high standard of privacy and amenity and D sets out a number of privacy and amenity criteria for the assessment of the impact of development upon neighbouring occupiers.

Visual impact

The existing playing fields feature as a substantial open, green space in the outlook of numerous residential properties that surround the site. In this context, the introduction of development onto the site will have some significant visual impact on many neighbouring residential occupiers. However, 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 buildings and structures and the nearest affected neighbouring properties.

The east end elevation of the school building would be sited 18.2-20.9 metres behind the

rear garden boundaries of, Littlecot, Cedar House and nos. 2 & 4 in Green Verges, and distances of 25.4-27.9 metres would be maintained between that end elevation and the main rear elevations of those neighbouring dwellings. This is the closest relationship between any proposed building on the site and the nearest neighbouring dwellings. It should be noted that there would be minor site levels re-profiling to this part of the site, resulting in the finished ground floor level of the school building being 0.81 metre above the level of the rear boundary of the neighbouring property in Green Verges¹⁴.

The east end elevation would have a width of 36 metres and would rise to 3 storeys (11 metres). Clearly, the proposal is for a large building – significantly larger than any other building in the immediately surrounding area – and it would appear as such when viewed both from the gardens and in the outlook of the rear windows of the aforementioned nearest properties in Green Verges. The proposed provision of surface car parking along this side of the proposed building severely limits the potential of landscaping to minimise or soften the impact here. In visual terms the resulting impact could not, it is considered, be regarded as achieving a high standard of amenity.

However, the need for the proposed school (and for it to be accommodated on the subject site) has been established elsewhere in this report. The siting of the proposed buildings on the site responds to the requirement to avoid the flood risk associated with that part of the Edgware Brook which runs through the site and the retention of a consolidated area of open space for outdoor sports facilities. The orientation of the building is such that the end (rather than the long) elevation faces the rear garden boundary of the aforementioned nearest properties in Green Verges, and the building's siting in this part of the site minimises the number of properties so acutely affected. In these circumstances, it is not recommended that permission be withheld for this reason.

The school building would, of course, also be visible from other surrounding neighbouring properties. Most nearly, others in Green Verges, those at the eastern end of Old Church Land and those in the south-eastern corner of Cranmer Close. It should be noted that there would be minor site levels re-profiling resulting in the finished ground floor level of the school building being 2.11 metres below the level of the north site boundary¹⁵. Whilst again acknowledging the scale of the proposed building (many of these neighbouring properties would see the long rather than the end elevation) in contrast to the suburban scale of the surrounding context, the separation distances and opportunities for landscaping at the site boundaries are such that it is not considered that the school building would be detrimental to the visual amenities of the occupiers of any other surrounding properties.

The north elevation of the sports hall building would be sited 55-61 metres to the south of the rear garden boundaries of nos. 5 & 6 Cranmer Close, and distances of 63-69 metres would be maintained between that elevation and the nearest parts of the rear elevations of those neighbouring dwellings. This is the closest relationship between the proposed sports hall and the nearest neighbouring dwellings.

The north elevation of the sports hall would have a width of 45 metres and would rise to a height of 9 metres. The sports hall would have an inherently utilitarian appearance and its north elevation, devoid of fenestration and unrelieved by the single storey component that features in its other elevations, is the most visually stark elevation. However given

¹⁴ Refer to cross section C-C on drawing L-1439-GAS-004 Rev. 01.

¹⁵ Refer to cross section A-A on drawing L-1439-GAS-002 Rev. 01.

the separation distances involved and the potential for landscaping at the site boundaries, it is not considered that the sports hall would be detrimental to the visual amenities of the occupiers of the aforementioned properties in Cranmer Close nor any other surrounding properties.

There would be a modest but nevertheless clear gap of some 23 metres at the pitch point between the proposed school and sports hall buildings. This gap is considered crucial to maintain the perception of the buildings on the site as two separate modules (and their appearances articulating their particular albeit connected uses). With this gap, it is not considered that the combination of both buildings on the site would be such as to be detrimental to the visual amenities of any neighbouring occupiers.

It is proposed to erect a 2.4 metres high close-boarded timber fence adjacent to the rear boundaries of properties in Green Verges, nos. 82-96 and 114-122 (evens) Old Church Lane and properties in Cranmer Close, and to the south flank boundaries of Littlecot (Green Verges) and 86 Abercorn Road. A typical domestic fence height would be in the region of 1.8 metres, so the fencing proposed would be likely to appear higher than existing prevailing fence heights around rear gardens. However, the proposed fencing is necessary both for the security of the school and as an acoustic barrier to provide some mitigation against noise associated with the proposed school use of the site. In these circumstances, and whilst there would inevitably be some increased visual impact of fencing to the height proposed, it is not considered that this aspect of the proposal is unacceptable in amenity terms.

In addition, 3 metres high weldmesh fencing would be erected around the proposed MUGA and netball/tennis courts which would be situated to the rear of nos. 4-6 Cranmer Close. This would be substantially screened by the close boarded fencing mentioned above leaving only the top 0.6 metre exposed to view, and given the open cellular form of weldmesh fencing it is not considered that the additional visual impact of this fencing would be so significant as to be unacceptable.

New 1.8 metre high weldmesh fencing is proposed to part of the west boundary of the site (adjacent to Abercorn Road) opposite the front of nos. 3-25 Abercorn Road. Insofar as this would open-up views into the playing fields from the ground floor of those properties it is considered that this aspect of the proposal would enhance visual amenity for the neighbouring occupiers. The retention (with repairs as necessary) to the existing fencing along the site frontage to remainder of Abercorn Road and Wemborough Road would preserve the visual amenity of the occupiers of other neighbouring property facing the site.

Privacy

The distances and levels between the east end elevation of the proposed school building and the nearest neighbouring residential property in Green Verges is as described for visual amenity above. This elevation would include: at ground floor level, a class room window, doors to the school kitchen and a panel of windows and doors the dining room; at first floor level, high level windows to a class room, seminar rooms and the sixth form study room; and at second floor level, small windows to ICT suites, group rooms and a resources room. In addition, the east end elevation would contain a ground to roof level panel (with glazed and 'curtain walling' aluminium panes) contiguous with the position of an internal stair well.

Notwithstanding the +0.81 metre change in levels, overlooking from the east end

elevation ground floor windows/doors would be reasonably obscured by the proposed 2.4 metres high fencing described above, and although limited space is available here landscaping may be used to provide additional mitigation. It is considered that the use of high level windows above ground floor level in this elevation is an appropriate response to the relationship with Green Verges property, and a sufficient safeguard against unacceptable actual or perceived overlooking of those properties. As an additional safeguard to the privacy of the neighbouring occupiers, it is considered necessary that any planning permission be subject to a condition requiring the glazed panes of the stair panel in the east end elevation to be obscure glazed.

Full size windows are proposed in all other elevations of the school building. Those in the south and west elevations would not overlook any residential property. Given the distances (100+ metres) between the north elevation and neighbouring property in Old Church Lane, and the oblique angle of view between north elevation and other property in Green Verges, it is not considered that the resulting actual and perceived overlooking relationship would be detrimental to the privacy of the neighbouring occupiers.

Turning to the proposed sports hall building, the main component (the 9 metre high sports hall) would have no windows and the single storey component (containing the changing accommodation and other ancillary facilities) would have windows only in its east elevation (facing the main school building). Given the separation distances and proposed site perimeter fencing there would be no overlooking from the doors at ground floor level that are a feature of all elevations of the sports hall building.

As noted above, there would be minor site levels re-profiling as part of the development of the proposed school complex and associated curtilage facilities. The car park at the east end of the school building would slope upwards from the rear boundary of the neighbouring property in Green Verges to the finished ground floor level of the building (+0.81 metre). The outdoor facilities to the north of the school building (amenity grass, memorial gardens and playground) would occupy gently rising ground (to a peak of +1.19 metres at a distance of approx. 100 metres) relative to the rear boundary of the nearest neighbouring property in Green Verges¹⁶. The proposed MUGA and netball/tennis courts would sit on land re-profiled to produce a flat surface to the same level as the north site boundary, with further re-profiling used to manage the fall in levels between the southern extent of these facilities and the north elevation of the school building¹⁷. The proposed mini soccer pitch, in the north-eastern corner of the school complex, would have a flat level that would be between +0.23 & +0.46 metre higher than the levels at the rear boundary of neighbouring property in Green Verges, and between -0.15 & -0.24 metre lower than adjacent levels at the north site boundary¹⁸.

It is evident that the facilities within the curtilage of the school complex would generally be higher than neighbouring site levels in Green Verges, but generally level with or lower than levels at the north site boundary (contiguous with neighbouring property in Old Church Lane and Cranmer Close). Unfavourable levels differences at the site edges would, in the main, be relatively modest such that the potential for overlooking would be reasonably obscured by the proposed 2.4 metres high fencing and – where sufficient space is available for meaningful planting – additional mitigation may be secured with landscaping. Given the separation distance involved, it is not considered that the level of

¹⁶ Refer to cross section B-B on drawing L-1439-GAS-003 Rev. 01.

¹⁷ Refer to cross section A-A on drawing L-1439-GAS-002 Rev. 01.

¹⁸ Refer to landscape drawing L-1439-GAP-004 Rev. 01.

the playground to the north of the proposed school building would be such as to be harmful to the privacy of neighbouring occupiers in Green Verges.

The use of the curtilage facilities by staff and pupils of the school and the wider community use of the outdoor sports facilities would bring a range of activity to the site including activity close to the site boundaries which might give rise to a perception of a loss of audible privacy. However, the site is currently publicly accessible for outdoor sports and recreation use and so any such perceived loss privacy would not, it is considered, be material.

Daylight, sunlight and overshadowing

A BRE¹⁹ Assessment of daylight, sunlight and overshadowing, dated 6th October 2015, has been submitted with the application. The Assessment tests the impact of the proposed development upon residential property nos. 1-15 Green Verges, nos. 4-6 Cranmer Close and nos. 108-124 (evens) Old Church Lane, and upon Whitchurch Primary School.

For daylight, the Assessment uses the BRE's Vertical Sky Component (VSC) methodology which measures the amount of skylight reaching a window. A target of 27% VSC is recommended and reductions in VSC no greater than 20% of baseline conditions are regarded as unlikely to be noticeable to occupants. The results show that, after the proposed development, all but two of the tested properties would have windows with VSC well above the target of 27% (typically between 35 and 40 per cent) with either no measured loss (in the majority of cases) or with nominal measured loss (between 1 and 4 per cent to Whitchurch Primary School and the highest residential losses being 2.5 per cent at nos. 1, 2 & 4 Green Verges). Of the two properties (nos. 114 & 124 Old Church Lane) with windows²⁰ registering VSC below the target 27%, the Assessment shows that this is due to baseline conditions which would not be altered by the proposed development.

For sunlight, the Assessment uses the BRE's Annual Probable Sunlight Hours (APSH) methodology which measures the percentage of annual and winter probable sunlight hours for any window within 90 degrees of due south. The recommended target is for 25% of annual probable sunlight hours to relevant windows, including at least 5% between 21st September and 21st March. Noticeable losses relative to baseline conditions are said to occur when the loss exceeds 20%, and if the annual loss is greater than 4% then the room may appear colder. The results show that all tested windows achieve well in excess of 25% annual probable sunlight hours and that the vast majority achieve well in excess of 5% winter probable sunlight hours, with no measured losses as a result of the proposed development. Three tested windows (at nos. 4, 6 & 13 Green Verges) were found not to achieve in excess of 5% winter probable sunlight hours, but the Assessment shows that this is due to baseline conditions which would not be altered by the proposed development.

For overshadowing, in accordance with the BRE, the Assessment measures the amount of sunlight reaching an amenity area (an area with a reasonable expectation of sunlight) on 21st March. The recommended target is for 50% of an amenity area to receive at least 2 hours of sunlight on 21st March. If this target is not met, then a reduction no greater than 20% of baseline conditions is regarded as unlikely to be noticeable to occupants. It

¹⁹ British Research Establishment.

²⁰ It should also be noted that other tested windows at these properties were above the target for VSC.

should be noted that the Assessment takes account of fixed existing and proposed fences. The results show that all surrounding residential gardens would, after the proposed development, achieve 2 hours of direct sunlight over at least 50% of their area on 21st March.

Although strictly beyond the scope of BRE, the submitted Assessment goes further to model the overshadowing impact of the proposed development on 21st December and 21st June. Throughout the year, the shadow cast by the proposed school building (during morning hours) and sports hall (at all times) would fall wholly within the application site itself; and by its nature, the proposed 2.4 metres high close boarded boundary fencing would cast a shadow over adjacent garden areas, the times of day and extent of which would vary dependent upon relative orientation and season. Turning specifically to the school building, this would cast a shadow in the direction of neighbouring property in Green Verges during the afternoon hours, as the sun's position in the sky moves through to the west, and in the direction of Whitchurch Primary School during the evening hours of the mid-summer months when the sun sets towards the north-west. The modelling shows that, from about 1.00pm onwards on 21st December, the shadow cast by the building would reach the gardens of neighbouring property in Green Verges, a number of which would be substantially in shadow by 3.00pm. The modelling shows that on 21st June, when the sun's position in the sky is at its highest point of the year, the shadow cast by the school building wouldn't reach the boundary of the nearest neighbouring property in Green Verges until 6.00pm, and that as the sun begins to set in subsequent hours the long shadow cast would fall to the south/south-east of the proposed building, predominantly affecting the application site itself and Whitchurch Primary School, but also affecting (at 8.00pm) part of the rear garden of Littlecot in Green Verges.

Having regard to the applicant's BRE Assessment of daylight, sunlight and overshadowing, this being a more scientific and robust tool than the Council's 45 degree code, it is evident that the development would have no discernible impact on many surrounding residential properties and that, where impacts are detected, these would fall within parameters that are recommended and widely recognised as being acceptable. The additional analysis carried out in respect of overshadowing shows that, as with other aspects of amenity, it is neighbouring properties in Green Verges (and particularly those at the southern end of Green Verges) that would experience the greatest impact. However, it is reiterated that the proposal has been shown to comply with the relevant BRE guidelines and it is considered that this demonstrates that a high standard of amenity, as required by Local Plan Policy DM 1 C, would be achieved.

Pollution

Relevant issues of noise and air pollution, including that which would impact neighbours during the construction phase, are addressed in the relevant sections below.

As noted elsewhere in this report the application does not, despite advice from Sport England to the contrary, include any proposal for floodlighting. Nevertheless, in the context of the existing unlit playing fields, the proposal would introduce new sources of artificial light associated with breakout from within the proposed buildings, lighting of car parking areas and pathways, security lighting & etc. The potential for light pollution from these sources to affect the amenity of neighbouring occupiers is particularly acute where the proposed school complex adjoins the rear gardens of property in Green Verges, although all potential light pollution impacts should be avoided wherever possible and otherwise minimised. To address this matter, and in conjunction with ecological considerations, it is considered that any permission should be subject to a condition

requiring details of any external lighting to be agreed prior to installation.

Design and Layout

Paragraph 56 of the NPPF reiterates the Government's commitment to good design. However, the NPPF is also clear (see paragraphs 60 & 61 in particular) that local planning authorities should not attempt to impose architectural styles or particular tastes, and emphasises that good design goes beyond solely the consideration of visual appearance and architecture.

Good design, in its widest sense, is addressed through a number of London Plan (2015) policies. Policy 7.1 *Lifetime Neighbourhoods* C calls for development that enabled people to live healthy and active lives, and to maximise the opportunity for community diversity, inclusion and cohesion. Part D of the Policy states that the design of new buildings and spaces should reinforce the character, legibility, permeability and accessibility of the neighbourhood. Policy 7.2 *An Inclusive Environment* C requires design & access statements to explain how issues of inclusive access are addressed through proposed development. Policy 7.3 *Designing Out Crime* B states that development should reduce opportunities for criminal behaviour and contribute to a sense of security. Policies 7.4 *Local Character* B and 7.6 *Architecture* B set out the criteria for securing high quality design that responds to surrounding contexts.

Core Strategy (2012) Policy CS 1 requires development proposals to respond positively to the local and historic context, and to reinforce positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design. Policy DM 1 *Achieving a High Standard of Development* of the Development Management Policies Local Plan (2013) A requires all development to achieve a high standard of design and layout and B goes on to set out a number of design and layout considerations to this end. Policy DM 2 *Achieving Lifetime Neighbourhoods* A requires proposals to contribute to the creation of lifetime neighbours and B requires major proposals to demonstrate how they contribute to the creation of lifetime neighbourhoods within and beyond the site boundary.

A Design & Access Statement has been submitted with the application. In terms of the layout, this highlights that the strategic parameters for the development as follows:

- the sequential preference to locate buildings on that part of the site with the lowest level of flood risk;
- the Highway Authority's preference that the existing vehicular access from Wemborough Road be used to serve the proposed development;
- the need to comply with baseline designs for buildings published by the Education Funding Agency (EFA); and
- the aspiration to minimise the impact on neighbouring properties.

The result is that the proposed school complex is directed to the eastern playing field, this being the part of the site with the lowest risk of flooding, and the buildings are directed towards the southern half of this part of the site where they have a logical relationship with the existing access road. Within the constraints of the EFA's baseline designs and informed by massing studies, and to allow for optimal retention of existing trees of amenity value within the site and minimal possible impact upon neighbouring properties, the school building is configured on a broadly east-west axis at the southern edge of this part of the site whilst the sports hall is placed so that it is as far separated as it can possibly be, within the eastern playing field, from surrounding residential property.

Within the context of its predominantly residential surroundings – domestic scale buildings with traditional suburban street frontage and gardens – the proposal would introduce a contrasting development footprint and urban grain. Some degree of contrast in these respects may also be observed when the proposal is compared to the existing complexes at neighbouring Whitchurch and Stanburn Schools. However, as explained above, the Design & Access Statement demonstrates that proposal has been informed by relevant layout considerations including: the context provided by neighbouring buildings and spatial separation in the interests of privacy and amenity; the need to retain natural features of merit within the site; the functionality of the development; and safe access arrangements. It is therefore considered that the proposal responds appropriately to site circumstances to achieve a high standard of general site layout.

The architectural inspiration for the treatment of the elevations of the proposed school building is not explained in the applicant's Design & Access Statement. However, at section 5.5. (materials strategy) of the Statement the following information is provided:

The building is a simply expressed rectangular form that balances the robustness of traditional, locally evident materials with playfulness and colour, in a design that is not too consciously fashionable and will stand the test of time. Horizontally orientated windows flood light into classrooms and create an attractive rhythm to horizontal form; punctuated by panels of render. Feature areas of the elevation are created by the introduction of a secondary render colours, providing logic to the façade. The robust brick plinth and render finishes above give identity to teaching areas as well as help to reduce the mass of the elevation.

The building would have horizontal proportions and this is followed-through into the proportions of the fenestration, albeit broken-up by vertical emphasis openings to light stair wells. The building would have a brick finish up to the window sills at ground floor level and would otherwise be rendered. The render would be painted different colours in an attempt to break up the mass of the elevations. The school's main entrance, located broadly at the centre of the south elevation, would be visually picked-out by a canopy (with the brick plinth extended up to the canopy either side of the entrance) and contrasting painted render above. Many of the windows would feature louvered ventilation panels and the north elevation would contain an entire opening providing louvered ventilation to a second floor plant room.

The Council's Design Officer has commented on the appearance of the proposed school building, summarised as follows:

- the use of brick and different coloured renders is overly complicated and there is no rationale to the vertical coloured sections;
- there is no clear strategy to the organisation of windows on the elevations and minimal reveals – a cohesive approach to façade composition is required;
- ventilation louvers dominate the facades and should be eliminated;
- full size (rather than high level) windows should be used on the east elevation and greater use of full height glazing could be used on the ground floor of this elevation;
- a higher parapet is needed and the lift overruns are not shown; and
- the main entrance would benefit from greater definition.

It appears that the form of the school building has been dictated to a large extent by the EFA's baseline designs which (the Design & Access Statement explains) were

developed to "...deliver a better education environment within tight cost constraints for the purposes of the Priority School Building Programme". The building would be of no great architectural merit and in this respect is considered to be disappointing. Nevertheless, the Design Officer's comments (with the exception of that calling for the provision of 'full size' windows in the east elevation) have been conveyed to the applicant and a response has been received, summarised as follows:

- the rendered insulation system maximises thermal efficiency; different colours are proposed to break up the long elevations; a complete brick façade was avoided in an attempt not to urbanise the setting;
- the patterning of the elevations express the internal arrangement of the buildings; the design of the windows is arrived at through climate based daylight modelling and to avoid internal overheating;
- the ventilation louvers provide room by room environmental control;
- the height of the parapet has been minimised in response to public consultation responses about the height of the proposed building; some ventilation works will be visible but the lift overrun will be minimal; and
- a change in render colour is used as a device to differentiate the entrance.

As with the school building, the sports hall would have a brick finish up to the equivalent of ground floor window sill height and would be rendered above. The submitted drawings indicate that contrasting colours would be applied to the 9 metres high part of the building (contain the sports hall) and the single storey part (containing the changing and ancillary accommodation). The scale of this building and the absence of fenestration to most elevations would, it is considered, give it a starkly utilitarian appearance. However, such an appearance would be consistent with the utilitarian function of the building and so need not, it is considered, be inappropriate. The Council's Design Officer has commented on the proposed materials and, again, these comments have been conveyed to the applicant, who has responded that a consistent materials palette has been used for the school building and sports hall to unify the development, but with variations in colour to differentiate the two buildings.

In terms of the functionality of the proposed buildings, the Council's Design Officer has commented that the long corridors of the main school building and that the sports hall building would benefit from opportunities for natural light and ventilation. The school's corridors would get some natural light from an internal courtyard and, potentially, from the stair well windows; however there would be a number of sections of corridor without opportunity for natural light. Whilst undoubtedly an undesirable attribute of the proposal, information contained in the submitted Design & Access Statement suggests that such corridors are a feature of EFA's baseline design and so are evidently deemed appropriate by the EFA for new school buildings. Turning to the sports hall building, the introduction of windows would give rise to potential for noise breakout which, in the interests of neighbours' amenity, should be avoided. The method of ventilating the proposed development is dealt with as part of the consideration of sustainability issues elsewhere in this report.

The proposal would provide a purpose-built, modern secondary school on a site that is located within the catchment of the community that it is intended to serve, and would provide new indoor sport and enhanced outdoor sport facilities which, secured through a community use agreement, would be accessible to the wider community. It would, therefore, help to enable people to live health & active lives and provide appropriate opportunities for community inclusion & cohesion, entirely consistent with Lifetime

Neighbourhoods principles.

The submitted Design & Access Statement notes that the proposed new buildings will comply with the requirements of Part M²¹ of the Building Regulations, the Equality Act 2010 and British Standard 8300²². Specifically, it confirms that:

- main entrances would have a min. 1 metre clear opening, level threshold and approach shallower than 1 in 20;
- doors would be wheelchair accessible with visibility panels, easy reach/gripable door furniture and closers requiring minimum opening force;
- spaces to comply with minimum manoeuvrability requirements for wheelchair users; and
- lighting and colour schemes to meet best practice guidance for the visually impaired.

As an EFA funded proposal, inclusive design principles will have informed the design and layout of the development. Furthermore, as noted in the Statement, the new buildings must comply with the relevant requirements of the Building Regulations (together with other relevant statutory provisions) relating to inclusive access. To ensure that the proposal as a whole (and not just the buildings) delivers a fully inclusive environment for future staff, students and visitors to the site, it is considered that details of the site layout including path widths and any ramps/gradients & etc be controlled as a condition of any planning permission.

The Association of Chief Police Officers (ACPO) publication New Schools (2014) sets out up-to-date design and layout guidance for minimising opportunities for crime in new school development. The proposal's performance against the relevant planning issues set out at section 1 of the publication is assessed below:

Urban design and planning policy

The location of the school complex in the east playing field provides the opportunity for some natural surveillance from surrounding residential property, albeit that the proposed boundary fencing and (once established) new landscaping may limit this. When in use the school building itself would provide a high degree of natural surveillance of this part of the site. The west playing field would also benefit from being overlooked by dwellings on the facing side of Abercorn Road.

The guidance recommends that new schools be planned on a single site, wherever possible, and notes that security is more easily managed within a single building. In this regard it is noted that the proposed secondary school would indeed be self-contained within its own site and within a single building.

Perimeter security

The guidance emphasises the importance of securing school site boundaries, but warns against the use of fencing that creates a 'fortress' impression. The site perimeter would be bounded by 2.4 metres high close boarded fencing where it is contiguous with the boundary of adjoining residential property and, as this fencing would serve in part to mitigate impact on neighbours' amenity, this is considered to be the appropriate response. A 1.8 metres high weldmesh fence would be used

²¹ Part M deals with access to, and use of, buildings.

²² Design of buildings and their approaches to meet the needs of disabled people (2009).

to define the rest of the perimeter of the wider school site.

Entrances at the perimeter

Consistent with the guidance, the proposal would channel access for vehicles and pedestrians to a single point at the perimeter: at the head of the existing access road. Two additional perimeter access points are proposed (1 from the access road into the west playing field and 1 from Marsh Lane) both of which are for maintenance only, and would be managed by the school.

A carriageway loop is proposed adjacent to the west end elevation of the school building and to the south east of the proposed sports hall. This would provide for 'drop off/pick-up' movements and mini bus parking spaces just inside the main entrance, thus avoiding the need for such activity penetrating further into the site.

Vehicle parking and access

Surface car parking is proposed adjacent to the south and east of the school building. The parking area to the south would be heavily overlooked by windows in the south elevation of the building and activity associated with the main entrance to the school, also located on the south elevation, would be a further deterrent to criminals. The east end elevation has more limited natural surveillance due to the use of high level windows at upper levels; however it is considered that this would be adequately compensated for by a large expanse of windows and glazed doors at ground floor level serving the school's dining hall.

Cycle parking facilities are proposed as follows: for short stay/visitors to the south of the school building; for staff and sixth formers to the west of the school building; and for other pupils' provision would be made at locations to the north, south and west of the sports hall. The facilities to the south and west of the main school building and to the south of the sports hall would benefit from high levels of natural surveillance and activity associated with the school. However that to the west and particularly the north of the sports hall would be relatively isolated and so, it is considered, left unnecessarily vulnerable. It is therefore recommended that any permission be subject to a condition to secure cycle revised parking details in a location that better reflects Secured by Design principles.

Access within the school site

As the sports hall, MUGA and tennis/netball courts and the pitches in the west playing field would be the subject of controlled community access, particular attention has been given in the layout of the proposal to the creation of a secure inner school complex within the site so that supervised access (out of school hours) may be permitted to the remainder of the site. Once through the main gates, the car parks to the south (front) and east end elevations and drop off/pick up loop would be accessible to all users. Between the north-east corner of the school building and the east site boundary there would be a 2.4 metres high timber close boarded fence; 2.4 metres high weldmesh fencing would be placed between the school building and the sports hall, between the sports hall and the MUGA, and between the MUGA and the north boundary fence. As a result, the area to the north of the school building would be entirely enclosed as a secure area, segregated from the rest of the school site.

Community users would be directed around the south and west sides of the sports hall where there would be independent access into that building and,

beyond it, independent access to the MUGA and tennis/netball courts. Segregated community and school changing facilities are proposed.

External issues

The guidance recognises that public footpaths outside boundary fencing may affect security and that, in such circumstances, the use of defensive planting should be considered (but not to the detriment of natural surveillance). The potential for such planting along the Abercorn Road and access road boundaries may be considered as part of hard and soft landscaping details (as a condition of any planning permission).

The guidance also recommends that potentially troublesome meeting places such as recessed doorways and secluded/isolated spaces should be avoided. No recessed doorways are proposed to either the school building or the sports hall. However a tract of land to the north of the proposed sports hall would, it is considered, be largely obscured the line of sight of the school building and – by absence of fenestration in the north elevation of the sports hall, would not benefit from particularly high levels of natural surveillance. This tract would fall beyond the 'inner' secured school area although of course would be within the secure boundary of the wider site. It is considered that additional fencing is required between the north-west corner of the sports hall and the tennis/netball courts so that access to the tract of land is entirely controlled by school staff. This may be secured as part of the hard and soft landscaping details (as a condition of any planning permission).

Storage facilities

The proposed sports hall building makes provision for the storage of internal and external sports equipment used by the school and community groups. This avoids the need for separate external storage facilities, which may be more vulnerable to attempted break-in.

The proposed bin store would be located to the north-east of the school building. It would be sited sufficiently distance from the building and the boundary of property in Green Verges as to avoid the risk that bins, or indeed the enclosure itself, may be used as a climbing aid to criminal activity.

Utility services and mail delivery

The proposed school building includes provision of plant rooms & etc, so avoiding the need for utilities such as meters to be housed without. It is envisaged that mail deliveries personnel and meter readers would report to the main school reception.

Building shell

Given the location of the proposed buildings on the site and their design, the risk of climbing (to gain unlawful entry) and of graffiti is considered to be minimal.

Internal layout issues

A site access and circulation drawing submitted with the application shows that staff, sixth formers and visitors would be directed to the main entrance on the south elevation of the school building, whilst pupils would be directed along the west end of the building into the secure north area, where they would access the building via a secondary entrance on the north elevation. The guidance recommends a single point of entrance but advises that, where additional

entrances are required, the crime risk may be minimised if they are located within access controlled areas beyond the school forecourt. Clearly this is the case here.

In line with the guidance, the general office/reception desk would have a clear view of the buildings main entrance and reception/waiting area. Toilet facilities would be distributed in multiple locations throughout the building. The arrangement of the internal corridors would optimise lines of sight and enable visual supervision of stair well areas. A sick room would be provided on the ground floor adjacent to the general office.

Security lighting

During the course of the application, the applicant has submitted an external lighting and security philosophy layout drawing. It states that external lighting (except for safety and security lighting) shall be automatically switched off between 23:00 hours and 07:00 hours and be controlled by time clock and photocells, albeit with a manual override facility. It also sets out principles for external lighting: only to light what is necessary and when necessary; and external lights to be positioned to avoid light spill into the night sky and neighbouring properties.

The Council's lighting engineer has been consulted on the drawing and any relevant comments received will be included as addendum information. However it should be noted that the drawing only sets out the approach to be adopted to external lighting across the site. It is considered necessary that details of external lighting be controlled as a condition of any planning permission.

The area to the south of the Edware Brook within the site would be retained as fully publicly accessible open space. This would continue to benefit from natural surveillance surrounding property, principally dwellings on the facing side of Wemborough Road, but also by the school and community users of the outdoor sports facilities to the north of the Brook (who would have a clear view through the proposed 1.8 metres high weldmesh fencing). The existing perimeter fencing would be retained (with repairs as necessary) around the publicly accessible southern area, with pedestrian access points onto Abercorn Road and the access road from Wemborough Road. The Council would retain control of this portion of the site and so would be in a position to determine whether access should be restricted (e.g. at night) by locking of the gates.

Conclusion on Design and Layout

The Council's Design Officer has expressed reservations about the appearance of the proposed school and sports hall buildings which have not been addressed by the applicant. The appearance of the buildings represents one of the least meritable attributes of the proposed development. However, paragraph 60 of the NPPF states that, although visual appearance and architecture are very important factors, securing high quality and inclusive design goes beyond aesthetic considerations. The appearance of the building aside, it is considered that the proposal is consistent with Lifetime Neighbourhoods principles, would (subject to detailed control through the Building Regulations and planning conditions) achieve inclusive access, and would perform well in relation to Secured by Design guidelines. It is therefore concluded that, in a wider sense, the proposal would achieve a reasonably high standard of design and layout.

Highways/Transport

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development and contributing to wider sustainability and health objectives²³. Encouragement is given to solutions which support reductions in greenhouse gas emissions and reduce congestion²⁴. Paragraphs 32 and 36 call for transport assessments and travel plans for all developments that would generate significant amounts of movement. The application has been accompanied by a Transport Assessment and a draft Travel Plan.

The London Plan includes a suite of transport policies aimed at facilitating more sustainable development and a modal shift away from private car use across the capital. These are (a relevant to the subject application) Policies: 6.3 *Assessing Effects of Development on Transport Capacity*; 6.9 *Cycling*; 6.10 *Walking*; and 6.13 *Parking*. Relevant Local Plan Policies are: DM 42 *Parking*; DM 43 *Transport Assessments and Travel Plans*; DM 44 *Servicing*.

Background

The Education Funding Agency (EFA) in conjunction with the governors of Avanti House Free School (AHFS) is proposing to build a secondary School on existing green field land at Whitchurch Playing Fields, Stanmore.

The proposed AHFS is planning to take occupation of the site from the beginning of the 2017 / 2018 academic year with an annual intake of 180 students per annum from Year 7 – 11 plus sixth form. At full occupation the school will serve 1,260 students supported by 120 full-time equivalent (FTE) staff.

The details and recommendations of the TA, including traffic surveys and assessments have been reviewed and these formal highway observations form the view of the highway authority concerning the potential impact of the development and any mitigating measures considered necessary.

Location

The application site is located on existing greenfield land at Whitchurch Playing Fields which is situated to the north of Wemborough Road and the east of Abercorn Road in a predominately residential area. Directly to the south-east of the site is Whitchurch First and Junior Schools which have recently been granted planning permission for expansion from 695 to 905 pupils to reach full capacity in September 2020.

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

Wemborough Road is a two-way residential road which forms a crossroad junction with Marsh Lane (A4140) / Whitchurch Lane (B461) / Honeypot Lane (A414) to the east and a 4-arm roundabout with Abercorn Road / St. Andrew's Drive to the west. To the east

²³ See NPPF paragraph 29.

²⁴ See NPPF paragraph 30.

of the signal junction is Canons Park Underground Station and to the north Stanmore Underground Station.

Wemborough Road is the subject of a 30mph speed limit which continues along St. Andrew's Drive, Abercorn Road, Marsh Lane and Whitchurch Lane. The road has a vehicular weight restriction of 7.5T expect for access.

St Andrew's Drive has no on-street parking restrictions except within the vicinity of the roundabout. Abercorn Road is subject to on-street parking restrictions within the vicinity of the roundabout and the Stanburn Primary School access, with single yellow line parking restrictions present on the southbound side of the carriageway operational Monday-Friday 0800-0930 & 1500-1630.

Honeypot Lane (A4140), a dual carriageway, is subject to a 30mph speed limit near to the proposed school and a 40 mph speed limit to the south beyond the shopping parade and is provided with grass verges between the footway and both the north and southbound carriageways. Both Honeypot Lane (A4140) and Marsh Lane to the north of the crossroad junction are subject to double yellow line parking restrictions.

Whitchurch Lane (B461) is subject to double yellow line restrictions for an approximate distance of 500m east of the crossroad junction and thereafter single yellow line restriction apply. Wemborough Road forms three priority junctions with Gyles Park, Bush Grove and Bromfield. Bush Grove and Bromfield are subject to single yellow line parking restrictions Monday – Friday 1400-1500 whereas Gyles Park has no on-street parking restrictions.

North of the development site, Old Church Lane connects with other neighbouring residential streets and cul-de-sacs including Cranmer Close and Lansdowne Road. Wemborough Road is subject to recently implemented single yellow line parking restrictions, save for the pedestrian crossings and bus stops outside the school entrance. These were introduced following the Canons Park Area parking review. The parking restrictions are operational Mon–Fri, 2-3pm, aiming to reduce parking congestion created by commuters using Canons Park LU Station.

On-street parking bays are located outside Canons Park shopping parade which specifies restrictions Monday – Saturday 0800-1830. Parking is free for permit holders or pay and displays machines are available for a maximum stay of 2 hours. Single yellow restrictions apply Monday – Saturday 1000-1100 & 1400-1500 at this location also.

To the north of the Marsh Lane junctions with London Road and The Broadway London Road provides access to the M1 via the A41 and the Broadway provides access to north Stanmore and further north towards Watford.

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

Transport impact and proposed mitigations

Start times

The opening hours for the new school will be 07:00-17:30 and include a comprehensive range of pre and post-school activities including a breakfast club and additional education / training and sporting activities after school which will operate on a daily basis. In addition to the separate start / finish times by key stage, this will result in staggering the start and finish times of the school.

The majority of both staff and students of Avanti House Free School (AHFS) will be arriving and departing at different times to those of the network peak and the neighbouring Whitchurch Schools, which operate start times of 08:45/08:55 and finish times of 15:15/15:20. It is also the case that the arrival / departures times of the proposed school will be during the AM and PM 'shoulder' peak periods on the wider highway network thereby minimising the impact of school-related trips on the operation of the surrounding highway and transport networks.

Public Transport

Whilst a significant proportion of students within the catchment area will be able to use a public bus service, or combination of bus services to travel to school, it is proposed to supplement this with a private school operated bus service. The service to be provided over a single bus or two mini-buses and discussions with Transport for London and a local coach firm is on-going.

The nearest bus stops to the application site are located on Wemborough Road, the closest being 250m west of the pedestrian entrance to the school. The bus stops further west are provided with bus shelters, seating, timetable information, with the exception of Stop BL which is not provided with sheltering. The stops are served by route 186. To the east of the site, services 79, 186 and 340 stop regularly along Whitchurch Lane (B461) and benefit from shelters, seating and timetable information. The walking route from the school to the bus stops on the south side of Whitchurch Lane is via two sets of controlled crossing facilities.

The closest bus stop for Route N98 is located 480m south of the site on Honeypot Lane and is provided with a bus shelter, seating and timetable information. Abercorn Road, west of the school, links bus service 324 which stops approximately 420 metres from the school entrance. The service runs between Stanmore London Underground (LU) Station and Brent Cross via Kingsbury. The walking route is provided with a zebra crossing at the roundabout, south on Abercorn Road.

The nearest rail / London Underground station to the proposed school is Canons Park, approximately 600 metres (10 minute walk-time) to the east. Canons Park is operated by London Underground on the Jubilee Line located between Stanmore to the north and Queensbury to the south. A service is provided every 5 minutes and bus routes 79, 186 and 340 stop outside the station. Edgware Station (London Underground) is the northern terminus on the Northern Line, approximately 2.4km from the proposed site and is also served by bus services 79, 186 and 340. Services arrive in Edgware every 12 minutes.

Pedestrians

Wemborough Road is provided with lit footways on both sides of the carriageway and approximately 10 metres from the main site entrance is a pelican crossing across Wemborough Road. Existing school signage and carriageway markings are present alerting drivers to the fact that children will be crossing the road.

Pedestrian infrastructure within the vicinity of the site is of a good standard with pedestrian crossing points present along key pedestrian desire lines and the local footway network provided with lit footways. Abercorn Road to the west of the site benefits from three pedestrian crossing points. The 4-arm roundabout to the west of the site benefits from pedestrian crossing zones, with either zebra crossing facilities or pedestrian refuge islands and tactile paving on all arms of the junction.

Located to the east of the site is a signalised crossroad junction linking Marsh Lane / Whitchurch Lane (B461) / Honeypot Lane (A4140) / Wemborough Road which benefits from pedestrian crossings with tactile paving and pedestrian refuge islands on all arms of the junction. Honeypot Lane is provided with staggered signalised pedestrian crossing facilities.

Cycling

There is a network of signed and recommended routes for cyclists within the vicinity of the proposed school. It is also worth noting that with the introduction of restricted parking on the northern side of Wemborough Road, the cycle lane will be useable for greater periods of the day and provide greater opportunity for students / parents / staff to cycle to and from school on dedicated routes.

Whitchurch Lane benefits from on-road cycle markings (diag. 1057) alerting drivers to the presence of cyclists. A dedicated cycle lane is present along the eastbound side of the carriageway approximately 160 metres from the signalised junction.

Where dedicated cycle routes are not present, carriageway widths are wide enough to accommodate both cyclists and vehicles and visibility is generally of a good level aiding inter-visibility between cyclists and vehicles.

Parking

Parking demand data was obtained in order to gauge current parking levels within the car park to the south of the site in order to assess the impact of the development on parking supply. It was agreed through the scoping process, that the car park would represent the optimum location for school related set-down / pick-up, and thereby reduce the risk of these activities occurring on the public highway, and in particular where waiting restrictions apply.

There is no prescriptive car parking standard within the London Plan or Harrow Council's Development Management Policies document in respect of education-based land uses. It is proposed therefore to provide a total of 69 parking spaces (including 5% disabled provision, 10% active electric vehicle charging points and 10% passive electric vehicle charging points). This level of parking is considered appropriate based on site specific demand for the school and any proposed 'out of hours' leisure activities. The disabled and electric vehicle provision accords with London Plan standards and reflects consultation with the GLA. It should also be noted that the implementation of the School Travel Plan will seek to minimise travel by car, and thereby reduce impact on parking accumulation within the car park to the south of the school.

The figure of 69 car parking spaces has been derived on the basis of the travel behaviour of existing AHFS staff. The current AHFS Travel Plan indicates that 53% of staff travel by car with a further 24% of staff car sharing. In terms of preferred mode of

travel, 41% of staff said they would prefer to travel by car, whilst 41% would prefer to car share. An average of these figures would see a 63.3% proportion of staff arriving / departing school by car. On the basis that the school will be targeting a 6% modal shift away from car travel as part of achieving a STARS 'Gold' accredited Travel Plan, it should be expected that the proportion of staff travelling to and from school by car will fall to c. 57.3%. Applying this to 120 FTE staff would therefore require a parking supply of c. 69 spaces.

Whilst it is envisaged that the proportion of staff driving to school may increase further over time, it is considered that 69 parking spaces will provide sufficient parking for staff, visitors and for activities outside of school hours. The level of parking is considered a balance, such that it does not represent an over-supply of parking that would encourage staff to travel to school by car.

Specific guidance in respect of cycle parking is provided in the adopted London Plan Further Alterations (March 2015) document. It is therefore proposed to provide 1 long-term cycle parking space per 8 students / staff plus an additional short stay space per 100 students. In this regard, at full capacity, the school will provide as a minimum covered long-stay cycle parking for 173 cycles and 12 additional short stay spaces.

At full capacity, the school will provide as a minimum covered long-stay cycle parking for 173 cycles and 12 additional short stay spaces. This will support cycle trips undertaken by pupils and staff, which is expected to be in the order of 10 movements during the peak hour periods. This is anticipated to increase significantly through the Travel Planning process, which will focus in particular on cycle training, maintenance and safety.

Traffic

An assessment of local highway capacity was undertaken at three junctions, Whitchurch Lane / Honeypot Lane / Wemborough Road / Marsh Lane signalised crossroads, Whitchurch Schools Access / Wemborough Road priority junction (Site Access); and Wemborough Road / St Andrews Drive / Abercorn Road roundabout.

In assessing these junctions it is concluded that the Whitchurch Schools / Wemborough Road priority junction and roundabout junction to the west of the site will continue to function within capacity. It is predicted that under 'base + development' conditions the signal junction to the east of the site will experience over 100% degrees of saturation on the Honeypot Lane and Wemborough Road arms in the AM peak.

In retaining the current layout (maintaining the same 'all movements' traffic function) and converting the crossing facilities on both arms to deliver controlled facilities, this would require a significant re- staging of the junction operation to deliver an 'all-red' pedestrian phase.

The results of an indicative modelling exercise demonstrate that the addition of simple signalised crossing facilities on the northern and eastern arms of the junction would severely compromise junction performance. During the AM and PM peak modelled 'base' scenarios almost all arms operate at over 100% degree of saturation with the Wemborough Road and Honeypot Lane arms experiencing queuing of up to 100 vehicles, even before traffic associated with the Avanti House Secondary School is accounted for.

A second approach has therefore been pursued considering whether additional controlled crossing facilities could be incorporated into the existing junction staging operation.

Further Investigations have been undertaken at the Wemborough Road / Honeypot Lane / Marsh Lane junction in order to provide additional controlled crossing facilities at the signalised crossroads to the east of the site. An improvement scheme involving changes to the junction has been developed incorporating pelican crossings over the northern junction arm with highway modifications on the north, west and southern arms in order to improve capacity.

The scheme involves providing a controlled staggered pelican crossing over Marsh Lane to be integrated into the existing junction staging. Localised widening of the carriageway on Honeypot Lane approach arm to create dedicated 'Left Turn' lane, ahead lane, and ahead / right lane improving efficiency of traffic movements from this arm. Increased exit lane width and taper on Marsh Lane to reduce the risk of vehicle collisions for simultaneous ahead movements from Honeypot Lane.

Adjustments to kerb line from Honeypot Lane entry lane to Wemborough Road to create a shallower radius to improve manoeuvres for large vehicles. Carry out some localised widening of the Wemborough Road approach lanes to allow large vehicles to queue simultaneously in each lane.

It is considered that the above measures would aid pedestrian safety at the junction by offering a controlled crossing facility over the northern Marsh Lane arm, in particular connecting the school with bus stops on the northern side of Whitchurch Lane.

The addition of a left-turn lane on the Honeypot Lane approach and kerb adjustments on other junction arms would improve traffic congestion through the junction as indicated by the LINSIG model outputs in the TA. These findings demonstrate that the scheme proposed could mitigate the impact of school related traffic, whilst delivering the wider benefit of the controlled pedestrian crossing, improved junction manoeuvrability for larger vehicles and a vehicle safety benefit in the increased exit width and taper on Marsh Lane.

The total cost of these works is likely to be in the region of £250,000 and would be subject to further investigations to establish the cost of any necessary diversion of statutory undertaker's plant. This would also be subject to a section 106 agreement with the EFA.

Improvement measures	Observations
Junction improvements to the Marsh Lane / Honeypot Lane junction to provide a controlled staggered pelican crossing over Marsh Lane arm with localised widening of the carriageway to be integrated into existing junction.	This measure is supported and will improve capacity and pedestrian safety at this busy junction.
The school to provide a private school operated bus	This measure is supported

Planning Committee

Wednesday 17 February 2016

service to supplement the existing bus network.	
The school to introduce and monitor staggered hours at start and finish times	This measure is supported
Increase enforcement of waiting, loading and stopping restrictions in a systematic and regular manner in order to ensure a good level of compliance.	An extension of restrictions allows the possibility of a greater range of enforcement. We have purchase two state of the art camera enforcement vehicle specifically to target enforcement of parking and loading restrictions in and around schools in support of the schools expansion program.

Details of interventions are summarised in the table below:

Improvement measures	Observations
Junction improvements to the Marsh Lane / Honeypot Lane junction to provide a controlled staggered pelican crossing over Marsh Lane arm with localised widening of the carriageway to be integrated into existing junction.	This measure is supported and will improve capacity and pedestrian safety at this busy junction.
The school to provide a private school operated bus service to supplement the existing bus network.	This measure is supported
The school to introduce and monitor staggered hours at start and finish times	This measure is supported
Increase enforcement of waiting, loading and stopping restrictions in a systematic and regular manner in order to ensure a good level of compliance.	An extension of restrictions allows the possibility of a greater range of enforcement. We have purchase two state of the art camera enforcement vehicle specifically to target enforcement of parking and loading restrictions in and around schools in support of the schools expansion program.

Through the public consultation process it has been noted that there has been support for the concept of a vehicular access way from Marsh Lane, creating a route through to Wemborough Road. It has been suggested that such a route could operate as one way with entry from Marsh Lane, drop-off / pick-up outside the school, and exit onto Wemborough Road.

This would be of concern because this may encourage more car trips and would be too close to the existing signalised crossroads and could cause conflict in respect of vehicles queuing back from the signals and blocking the school access junction. As Marsh Lane is a key distributor route in the area and any new access points are generally resisted because some parents might choose to drop-off / pick-up on Marsh Lane which raises safety issues with vehicles stopped on a busy route and children potentially crossing between stopping / queuing cars. Such behaviour would be disruptive to traffic flow and the operation of the signal junction to the south.

For these reasons we would not support any form of access to the school from Marsh Lane. As such, a school access from Marsh Lane is not proposed as part of the scheme.

School Travel Plan (STP)

Harrow places a strong emphasis on School Travel Plan's (STP's) and associated walking and cycling measures that deliver health benefits and a reduction in air pollution.

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

The school is committed to implementing a TfL STARS accredited Travel Plan that will be underpinned by a comprehensive and deliverable Action Plan. The Action Plan clearly outlines a list of initiatives to be undertaken so as to promote the Travel Plan to students, parents/ carers and staff;

The key objective of the STP is to set out a package of measures for reducing the number of car trips generated by parents and staff at the school and to improve safety on the school journey. In terms of planning obligations it is intended that the STP will be secured by way of a Section 106 Agreement, should consent be granted.

Annual travel surveys of staff and students will be conducted, and survey results will be submitted to Harrow Council for monitoring. Following initial occupation, travel surveys will be carried out in the Autumn term of the 2017/2018 academic year. The Travel Plan Coordinator will be responsible for undertaking the initial and subsequent surveys as well as monitoring other aspects of the Travel Plan.

The TfL STARS accredited Travel Plan will be underpinned by a comprehensive and deliverable Action Plan. The Action Plan will clearly outline a list of actions to be undertaken so as to promote the Travel Plan to students, parents/ carers and staff. The success of the Travel Plan will be judged against TfL STARS accreditation criteria. This scheme rewards schools for efforts made toward reducing the travel impact of their activities, and has three accreditation levels, Bronze, Silver and Gold.

The school will be targeting gold accreditation within 2 years of opening (to be maintained thereafter), which will involve completing a number of sustainable transport initiatives.

The school has indicated that it is committed to the regular monitoring and review of the STP as a means of ensuring that it meets the aims, objectives and targets as set out within the Plan. The output of the annual monitoring and review process will be a Monitoring Report made available to the Council and other stakeholders.

Should it transpire that targets are not being met the TPC will, in consultation with the Harrow Council School Travel Plan Officer, amend the Action Plan detailing agreed activities to be undertaken and timescales for the implementation of recommendations/modifications.

Refuse Collection, Deliveries & Servicing

Given the nature of the proposed development, the number of service vehicles that will deliver to AHFS on a daily or weekly basis will be minimal. These will be limited to waste collection, deliveries to the canteen and general supplies. A framework Delivery and Servicing Plan (DSP) has been developed and is included as part of this planning submission. Conclusions within the DSP include the following:

- The number of delivery and servicing movements at the Avanti House Secondary School would be minimal.
- The majority of delivery and servicing movements would be undertaken by a vehicle no larger than a transit van, with swept path analysis undertaken for a range of access options.
- Servicing movements would as far as possible be undertaken outside of school start / finish times and would therefore not conflict with access to cycle parking;
- Refuse collection would be undertaken within the school, outside of school operational hours.

Swept path analysis has also been undertaken and appended to the DSP demonstrating that all delivery, servicing, emergency and refuse collection vehicles can enter and exit the development site in a forward gear.

Proposed Construction Activities and mitigation

The construction works are programmed to take a total of 68 weeks, with a view to the school being operational at the beginning of the 2017/2018 academic year.

In order to mitigate the impact of construction vehicle movements we would recommend they are restricted during morning and evening peak hours. Measures to protect existing footways and marked pedestrian routes using barriers / signage, as appropriate should also be in place.

Conflict between construction site traffic and Whitchurch School traffic / pedestrian movements will be avoided wherever possible and in particular during school set-down / pick-up periods, when parents and pupils are most likely to be circulating the car park area.

The internal traffic will be managed to avoid any congestion within the school site associated with the relocation of the existing car park as this could restrict the movement of traffic within the school grounds.

The routes are assigned to direct and strategic roads and as such drivers would be expected to comply with the preferred routing method i.e. via the M1 / A41 / A410 Spur Road / A410 London Road / A4140 Marsh Lane and Wemborough Road.

The contractor must sign up to Harrow Council's Considerate Contractors Scheme, and develop a Construction Management Plan.

A framework Construction Logistics Plan is included as part of this planning submission and provides swept path analysis to confirm that construction vehicle access can be gained to the site, with the ability to turn on site and depart in forward gear. Any modifications required to the access way to facilitate the movement of construction vehicles to and from the school, will be subject to agreement.

Conclusion

There is no doubt that the school will have an impact on the highway network and this has been considered fully within the Transport Assessment. On the basis of the findings within the Transport Assessment and in the context of the guidelines it is not considered that there are any residual cumulative impacts in terms of highway safety or on the operational capacity of the surrounding transport network that should result in planning permission being withheld on transport grounds providing the mitigating measures are put in place.

Noise

London Plan Policy 7.15 *Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes* sets out criteria by which development proposals should manage noise. These can be summarised as avoiding adverse noise impacts on health and quality of life as a result of new development; mitigating and minimising potential adverse noise impacts upon new development; improving the acoustic environment; separating new noise sensitive development from major noise sources or, where separation is not possible, apply good acoustic design principles; and to promote new technologies/improved practices to reduce noise at source. This reflects the approach espoused at paragraph 123 of the NPPF and associated guidance. Local Plan Policy DM 1 requires a high standard of amenity taking into account, *inter alia*, noise, hours of operation, and vibration.

A Noise Impact Assessment (NIA), dated 30th March 2015, has been submitted with the application. The NIA provides information on the following potential sources of noise: external plant; the sports hall; music; and the car park. It goes on to make recommendations for the mitigation of noise. The findings of the NIA and dialogue with the Council's Environmental Health Officer form the basis of the appraisal below.

The NIA confirms that, to establish a baseline, survey measurements were taken on Wednesday 28th and Thursday 29th January 2015 at four locations in the field to the north of Whitchurch Primary School.

Avoiding adverse noise impacts on health and quality of life

Details of the plant/equipment to be installed have not been provided, however it is noted that both the main building and the sports building would incorporate a dedicated plant room. The NIA makes recommendations for services plant daytime and night-time noise limits to be met (with all items of plant operating simultaneously) and concludes that, where plant meets these limits, noise at the nearest residential dwelling will be at least 10dB below those limits. The Council's Environmental Health Officer has confirmed that this approach is acceptable.

The NIA includes a prediction as to the noise likely to be generated by use of the proposed sports hall based on measurements taken at an outdoor multi-pitch facility with 50 players, corrected to take account of the reverberant conditions inside a sports hall. The prediction is that the noise generated would be 8dB(A) at the nearest residential dwellings and the NIA concludes that this may be categorised as a 'low impact' in accordance with BS 4142. The Council's Environmental Health Officer has validated this conclusion. However it should be noted that the NIA prediction is predicated on assumptions about the acoustic qualities of the proposed building (including doors) and has assumed mechanical ventilation with closed windows and doors, although such a system of ventilation is not proposed (the school, like most others, would have opening windows). As noted in the mitigation section below, a noise management plan is

recommended as a condition of any planning permission.

The NIA also addresses the potential of the sports hall to be used for entertainment purposes involving the use of amplified music. In this regard, the NIA calculates the maximum reverberant music level that should be allowable in the hall to ensure that a limit of 10dB below the daytime representative background noise level is achieved at the nearest residential dwellings. The maximum reverberant music level is calculated to be 105dB(A) which, the NIA notes, is higher than is likely to be required; nevertheless the NIA recommends that any amplified music system is set to a level not exceeding 80dB and concludes that the resulting noise levels at the nearest residential dwellings would be categorised as 'low impact depending upon the context' in accordance with BS 4142. The Council's Environmental Health Officer has confirmed that this is an appropriate approach and is acceptable.

An objector has questioned the applicability of BS 4142 in respect of amplified music from the sports hall and has stated that, instead, Institute of Acoustics guidance on noise from pubs and clubs should be used. In response the Council's Environmental Health Officer has advised that, whilst BS 4142 is not intended to be applied to the rating and assessment of sound from music and other entertainment, and that it may be criticised for not taking sufficient account of low frequency noise, its principles remain nevertheless useful (in the absence of any other specific guidance from the Government) for making a judgement about impact on residential property. The Officer has also advised that the alternative guidance referred-to has not been used as it does contain objective criteria for assessment²⁵.

Surface car parking would be provided to the rear of residential property in Green Verges. The NIA considers the noise implications of the car park in terms of: door slam; driving; and starting/pulling out. Using a worst case scenario²⁶ and observing that noise from cars may be regarded as less sensitive 'anonymous noise', the NIA calculates that this activity would give rise to a cumulative noise level that would be 1dB below the representative background noise level at the Green Verges dwellings and concludes that this would be categorised as 'low impact depending upon the context' in accordance with BS 4142. The Council's Environmental Health Officer has validated this conclusion.

The NIA does not address the potential for noise from use of the proposed Multi Use Games Area (MUGA) and so, at the request of the Council's Environmental Health Officer, supplementary noise assessment (SNA) in this regard is set-out in a letter dated 25th September 2015. Noting that the measured ambient noise level on the field is 50dB, the SNA concludes that it would be impossible for use of the MUGA to achieve a target lower than this at the boundary of receptors. Using noise data from measurements taken at an outdoor multi-pitch facility with 50 players, the SNA predicts a highest noise level at the MUGA of 67dB but concludes that this would fall to:

- 60dB or less at 5 metres from the MUGA boundary;
- Less than 60dB at 10 metres or more from the MUGA boundary; and
- 50dB or less at 25 metres from the boundary.

Mitigating and minimising the potential adverse impacts of noise (without placing

²⁵ Proposed criteria were included in a draft version but these were not subject to a satisfactory validation process.

²⁶ The arrival and departure of vehicles to all 28 car parking spaces to the rear of the Green Verges dwellings in any hour period.

unreasonable restrictions on development)

From the above assessment it can be seen that, to ensure that adverse noise impacts are avoided, the following mitigations would be required:

- the installation of plant/equipment to a specification which ensures that its operation during the daytime and, if required, night time does not give rise to noise levels at the nearest residential property above 10dB below recommended limits;
- details of the building fabric of the sports hall (including doors and windows) should be agreed prior to construction to ensure that the potential for noise to leak out from the building is minimised;
- noise limiters/warning devices to be incorporated within the installed sound and power supply systems of the development, and speakers (whether temporary or permanent) to be installed so as to insulate them from the fabric of the buildings; and
- no amplified music to be in operation between 23:00 hours and 07:00 hours.

The Council's Environmental Health Officer has advised that the recommendations of the NIA be secured through the submission and agreement of a noise management plan. He has advised that such a plan could also cover keeping windows and doors closed whenever possible, management of persons arriving and leaving the car park, supervision arrangements (particularly in the evenings), contact and complaint arrangements, & etc. It is therefore recommended that such a plan be required as a condition of any planning permission. A separate condition is recommended as regards the building fabric of the sports hall.

The Council's Environmental Health Officer has further advised that, given the relatively close proximity of the MUGA (and indeed the other outdoor sport facilities) to properties beyond the north boundary of the site, noise is likely to be audible at all times when these facilities are in use. He has advised that the proposed 2.4 metres high close boarded fence along the east and north boundaries must be provided (and thereafter retained) as a barrier to noise, and that use of the facilities after 21:00 hours – by which time background noise levels in the area have diminished - should be prohibited. It is therefore recommended that these matters be controlled as conditions of any planning permission. Subject to these, the Council's Environmental Health Officer concludes that, overall, the proposed MUGA and other outdoor sports facilities are acceptable in noise terms.

The above mitigations are considered necessary in light of the evidence about the potential noise impacts of the development upon neighbouring residential occupiers and, in the context of the site and the proposed use, it is not considered that these would place unreasonable restrictions on the school.

Improving/enhancing the acoustic environment

At present there is uncontrolled access to the playing fields. The proposal would result in access to the majority of the site being controlled through the school and the subject planning application does, as noted above, provide the opportunity to secure a noise management plan and other controls (including hours of use) over the use of the site. In these respects the proposal represents an opportunity to better manage the acoustic environment of the site.

Separating new noise sensitive development from major noise sources

The site not be located near any major piece of road or rail infrastructure nor is it adjacent to any industrial activity. The proposed new school would be in close proximity

to the existing Whitchurch and Stanburn Primary Schools; however it is not considered that either school would be likely to adversely affect the operation of the other in terms of noise.

Promote new technologies/improved practices to reduce noise at source

In addition to the mitigations referred to above, the Council's Environmental Health Officer has advised that noise emitted from any plant at the site should be controlled to ensure that it is surprised to a level lower than that of existing background levels. It is therefore recommended that this be secured as a condition of any planning permission. Furthermore, given the scale of the project and the proximity of surrounding residential property, it is also recommended that measures to manage noise and vibration during the demolition and construction phases of the development be secured as a condition of any planning permission.

Air Quality

London Plan Policy 7.14 *Improving Air Quality* provides further detail in relation to the air quality impacts of development. Specifically, it requires: minimisation of increased exposure to poor air quality; provision to address local problems of air quality; measures to reduce emissions during demolition and construction; proposals to be 'air quality neutral' and not to lead to further deterioration in air quality; ensure on-site provision of measures to reduce emissions; and assessment of the air quality implications of biomass boilers. The Mayor's SPGs²⁷ provide further amplification of air quality issues in relation to this and related London Plan policies.

The whole of the Borough has been designated as an Air Quality Management Area (AQMA), due to exceedances of the annual mean objective levels for nitrogen oxide (NO₂) and particulates (PM₁₀).

An Air Quality Assessment (AQA), dated October 2015, has been submitted with the application. The AQA includes an estimation of the existing background NO₂ and PM₁₀ background concentration levels at the site. The findings of the AQA and dialogue with the Council's Environmental Health Officer form the basis of the appraisal below.

Increased exposure to poor air quality

To consider whether the proposal would increase exposure to poor air quality (NO₂ and PM₁₀ concentrations) the AQA models the predicted concentrations at 4 receptor locations comprising each corner (ground floor level) of the proposed main building and assuming no improvement in the performance of vehicles and no improvement in background concentrations. The AQA concludes that none of the air quality objectives are predicted to be exceeded at the school site and that the increase in concentrations taking into account the proposed development is insignificant. The Council's Environmental Health Officer has indicated that the AQA is satisfactory in this regard.

Provision to address problems of air quality

Although the assessment finds that the site would not be exposed to unacceptable NO₂ and PM₁₀ concentrations, it nevertheless remains a consideration that the whole of the Borough has been designated as an AQMA. In this regard, therefore, it is imperative that the development is consistent with the Mayor of London's 'air quality neutral' objective (see below) and that there is a robust Travel Plan in place to ensure that use of non-

²⁷ *Sustainable Design and Construction* supplementary planning guidance (2014) and *The Control of Dust and Emissions during Construction and Demolition* supplementary planning guidance (2014).

motorised transport options is optimised by staff, students and sports groups travelling to/from the site.

Measures to reduce emissions during construction

To address the potential air quality implications of the development during the construction phase, the AQA makes recommendations to mitigate, insofar as possible, the potential for dust and emissions to arise from this source of activity. These include:

- screens/barriers around dusty activities;
- ensure vehicle engines are switched off when stationary;
- avoid the use of diesel or petrol powered generators; and
- use of water and coverings to reduce dust from stockpiles and vehicle loads.

The Mayor's SPG details measures for the mitigation of construction impacts. It is considered that measures for the control of dust and emissions during the demolition and construction phases of the development should be secured as a condition of any planning permission.

Proposals to be 'air quality neutral' and not lead to further deterioration in air quality

'Air Quality Neutral' is measured by reference to emissions benchmarks for buildings (based on various planning use classes) and for transport (based on inner and outer London zones) as described as appendices 5 & 6 of the Mayor's SPG. The SPG confirms that developments that do not exceed these benchmarks will be considered to avoid any increase in emissions across London as a whole and therefore be treated as 'air quality neutral'.

The submitted AQA states that it has not been possible to undertake an 'air quality neutral' assessment due to an absence of data on how to assess the impact of a new school. The Sussex Air Quality Partnership's Guidance on emissions mitigation has, instead, been used to calculate the value of mitigation that is required to be spent on measures to mitigate air quality impacts. This is calculated as £22,275. The AQA states that sum would be used to contribute to measures already proposed as part of the application to help mitigate air quality impacts; namely:

- a travel plan aimed at reducing car travel to/from the site;
- junction improvements at the Marsh Lane/Wemborough Road/Whitchurch Lane/Honeypot Lane junction aimed at reducing vehicle waiting times and enhancing pedestrian crossing facilities;
- the provision of cycle parking and electric vehicle charging points on the application site

The Council's Environmental Health Officer has advised that, irrespective of whether the Mayor's 'air quality neutral' or the applicant's adopted methodology is used, they would effectively lead to the same conclusion i.e. that emissions associated with the site would be likely to be greater after the proposed development than before.

Whilst the mitigations referred to by the applicant would undoubtedly help to reduce emissions associated with the development, it is not possible at this stage to quantify whether the scale of reductions would be enough to bring the development as close to air quality neutral as possible (for a greenfield site). In these circumstances, the Council's Environmental Health Officer has recommended that the applicant be required to work with the Council to participate in appropriate mitigation works or promotional activities that would contribute to the achievement of air quality outcomes in the area of

the site, and it is recommended that such provision be made as part of a Planning Obligation.

Ensure on site provision of measures to reduce emissions

Measures to ensure the mitigation of construction impacts (including dust and emissions) could be accommodated on the site and, as noted above, such measures may be secured as a condition of any planning permission. The proposal will also make provision on site for cycle parking and for the charging of electric vehicles.

Assessment of air quality implications of biomass boilers

A gas-fired site-wide heating system is proposed. The proposal would not involve burning of solid biomass fuel.

However, Appendix 7 of the Mayor's SPG sets out emissions standards for gas fired as well as solid biomass systems. The appendix states that developments should only include plant that meets the standards and that further details on actual installed plant and emissions performance prior to full operation of the development should be required. Accordingly, it is considered that these details be secured as a condition of any planning permission.

Other air quality issues: plant and equipment

The school kitchen would be located at ground floor level in the north-east corner of the proposed school building. No details of air conditioning, extract equipment or other plant associated with the school kitchen, or indeed as may be required for any other part of the development, has been submitted. It is therefore recommended that such details be reserved as a condition of any planning permission.

Carbon Dioxide Emissions Reductions

The NPPF requires new development to comply with adopted local policies on decentralised energy supply and to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. London Plan Policy 5.2 *Minimising Carbon Dioxide Emissions* applies the following hierarchy for the reduction of carbon dioxide emissions from new development: use less energy; supply energy more efficiently; and use renewable energy. The policy goes on to set out carbon dioxide reduction targets for non-residential development, and requires detailed energy assessments to be submitted with applications for major development.

The application satisfies the London Plan requirement for energy assessment by the submission of an Energy Statement.

CO2 Reduction Target

The Mayor's minor alterations to the London Plan propose amendments to Policy 5.2 which include a change in the carbon dioxide target for non-domestic development during the period 2014-2016 from 40% to 35% minimum improvements on the 2013 Building Regulations. The submitted Energy Statement states that the proposal would achieve a **20%** decrease in carbon dioxide emissions.

Appraisal of the methods used to achieve this reduction, relative to the London Plan energy hierarchy, is set out below.

use less energy (lean measures)

The submitted Energy Statement identifies improvements on the 2013 Building Regulations through construction elements: external walls, windows, roof, floor and air tightness. Design measures that also contribute to the 'be lean' objective are cited as including use of water efficient fittings, optimising use of natural daylight, the installation of a heat-recovery ventilation system, room by room ventilation controls and efficient gas boilers. The full range of 'be lean' measures are stated as projected to achieve a 12.8% reduction in carbon dioxide emissions.

supply energy more efficiently (clean measures)

London Plan Policy 5.6 *Decentralised Energy in Development Proposals* applies a hierarchy to the selection of appropriate energy systems for major development proposals and calls for opportunities to extend CHP systems beyond the site boundary to adjacent sites to be examined. Policy DM 13 *Decentralised Energy Systems* of the Development Management Policies Local Plan document supports decentralised energy networks and seeks connection to existing systems, where feasible.

The submitted Energy Statement demonstrates that there is no existing district heating infrastructure within the vicinity of the site. However the proposed development would have its own site-wide heat²⁸ network to link the school building and the sports hall. The plant room would be located in the second floor of the school building with the necessary pipework situated along the south and west sides of the school building and sports hall. The Statement confirms that provision for the future connection to a district scheme will be incorporated into the design of the site-wide network.

use renewable energy (green measures)

London Plan Policy 5.7 *Renewable Energy* requires development proposals to achieve reductions in carbon dioxide emissions through the use of on-site renewables, where feasible. Policy DM 14 *Renewable Energy Technology* of the Development Management Policies Local Plan document echoes this requirement.

The submitted Energy Statement states that it is proposed to utilise photo-voltaic (PV) panels, requiring approx. 220 sq. metres roofspace, to achieve a 7.2% reduction in carbon dioxide emissions.

The submitted Energy Statement includes carbon reductions from other proposed measures to demonstrate a carbon dioxide reduction overall of 40.14%. However this is not the same as a 40% improvement on the Building Regulations. It is noted that the Mayor of London's 'stage one' response does not identify non-compliance with this London Plan target as a fundamental objection to the development. Nevertheless, the applicant has been invited to justify non-compliance with the London Plan target; any response will be reported to the Committee as addendum information.

Sustainable Design and Construction

As noted above, the NPPF requires new development to comply with adopted local policies on decentralised energy supply and to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. London Plan

²⁸ The Statement advises that the heat profile of the proposal would be significantly less than that required for a combined heat and power (CHP) network.

Policy 5.3 *Sustainable Design and Construction* requires development proposals to meet the minimum standards outlined in the Mayor's SPG and sets out the principles for sustainable design and construction. Policy DM 12 *Sustainable Design and Layout* of Harrow's Development Management Policies (2013) Local Plan document sets out Harrow's local requirements.

Minimising carbon dioxide emissions across the site

As explained in the preceding section of this report, the proposal would achieve the London Plan's targets for CO2 emissions reductions both from the development.

Avoiding internal overheating and the urban heat island effect

London Plan Policy 5.9 *Overheating and Cooling* provides further detail on this point, requiring development proposals to follow a cooling hierarchy (to avoid overheating and reliance on air conditioning systems) and requiring major development to demonstrate how the proposal would minimise overheating and meet its cooling needs. The importance of passive measures and insulating building materials are emphasised in Harrow's Policy DM 12 and the Mayor's draft SPG.

The submitted Energy Statement identifies a range of 'passive' cooling measures to be used to prevent the proposed buildings from overheating. These include: solar performance glazing (to manage solar gain on relevant elevations); a heat recovery ventilation system for the winter months; and room by room ventilation controls. Given the retention of open space and existing trees at the site, it is not anticipated that the proposal would be likely to result in a localised urban heat island effect.

Efficient use of natural resources

The measures for reducing carbon dioxide emissions from the buildings, and Green Travel Planning measures, would all contribute to more efficient use of non-renewable fuel sources. No information has been submitted regarding the natural resources that would be deployed in the construction of the proposed development.

A site waste management plan, recommended as a condition of any planning permission, would help to identify opportunities to maximise the re-use and recycling of natural resources used on the site.

Minimising pollution

It is not considered that the proposed uses pose a significant threat of future land contamination or water pollution. Green Travel Planning measures would help to secure the use of more sustainable transport modes to/from the site. Issues relating to the potential for air quality, noise and light pollution are dealt with in detail elsewhere in this report.

Minimising waste and maximising reuse/recycling

A demolition and construction waste management plan, to be secured as a condition of any planning permission, would help to identify opportunities to maximise the re-use and recycling of waste material generated by the proposed development. Once operational waste and recycling materials would be collected in accordance with normal arrangements.

Avoiding impacts from natural hazards

The only identified natural hazard relevant to the site is that of flooding. The issue is dealt with in a separate section of this report and, with mitigation, is found to be acceptable.

Comfort and security of future users

As set out elsewhere in this report, the proposal would be consistent with Lifetime Neighbourhoods principles and relevant Secured by Design guidelines. From the submitted information it is considered that the development would offer a good level of comfort and security to future users.

Sustainable procurement

No information has been submitted regarding the procurement of resources that would be deployed in the construction of the proposed development. However the demolition and construction waste management plan referred to above would help to identify any opportunities for materials re-use and to minimise waste of new materials.

Biodiversity and green infrastructure

Issues relating to the impact of the development upon biodiversity and ecology are dealt with in detail elsewhere in this report.

Flood Risk

With the exception of its south-western corner, the whole of the west playing field is mapped by the Environment Agency as falling within fluvial Flood Zones 2²⁹ and 3³⁰. This flood risk is associated with the Edgware Brook which flows through the site in an open channel (between culverted sections beyond the site). The remainder of the site is within fluvial Flood Zone 1. In addition land to the south and east of the site is mapped as being subject to surface water flood risk³¹. The whole of the site is within a Critical Drainage Area as designated in the Local Plan.

The NPPF sequential test aims to avoid inappropriate development in areas at risk of flooding by directing development away from areas of highest risk. The proposal responds by accommodating the proposed sports hall, school building and associated campus in the east playing field and so entirely within fluvial Flood Zone 1. Educational establishments are classified as more vulnerable development and this classification of development is appropriate within Flood Zone 1³².

In accordance with the NPPF a Flood Risk Assessment (FRA) has been submitted with the application.

Paragraph 103 of the NPPF states that, when determining planning applications, local planning authorities should ensure flood risk is not increased elsewhere. London Plan Policy 5.12 *Flood Risk Management* states that development proposals must have regard to measures proposed in Catchment Flood Management Plans. It is noted that the EA's Thames Catchment Flood Management Plan (2009) focuses on the adaptation

²⁹ Which equates to between a 1 in 100 and 1 in 1,000 annual probability of river flooding.

³⁰ Which equates to a 1 in 100 or greater annual probability of river flooding.

³¹ Modelled 1 in 100 and 1 in 30 year events.

³² See flooding sections of the National Planning Practice Guidance.

of the urban environment to increase resistance and resilience to flood water, and that this objective informed the preparation of Harrow's Local Plan policies on flood risk management.

Core Strategy Policy CS1 U undertakes to manage development to achieve an overall reduction in flood risk and increased resilience to flood events. Policy DM 9 *Managing Flood Risk* of the Development Management Policies Local Plan document includes design and layout criteria for proposals requiring an FRA and these are addressed below.

The applicant's FRA confirms that the location of the proposed development on the site responds to flood risk by avoiding those parts of the site that are mapped as falling within Flood Zones 2 and 3. In this way the proposal minimises the risk that flooding poses to the proposed development and avoids a potential loss of flood storage capacity that would otherwise risk increasing the potential for flooding elsewhere. It also negates the need for the proposed buildings to have raised finished floor levels and other flood resistant/resilient design measures.

However, Policy DM 9 requires proposals to be resistant and resilient to all sources of flooding, including surface water. In this respect, the Council's drainage team has raised concern that the mapped surface water flood risk, in combination with the fluvial flood risk, leaves no scope to provide the school with a dry means of escape. This matter is not addressed in the applicant's FRA and is echoed in the response of the Environment Agency. The applicant has been invited to explore how the school could dryly/safely evacuated in the modelled flood events; any response will be reported to the Committee as addendum information. As a minimum, it is considered that an emergency flood plan should be prepared for approval and it is therefore recommended that this be required as a condition of any planning permission.

The FRA states that flood risk from ground water, private drains, sewers and other potential sources of flooding is considered to be low.

Sustainable Drainage

Both the London Plan³³ and Harrow's Core Strategy³⁴ seek to achieve greenfield rainwater run-off rates from new development through the integration and deployment of sustainable urban drainage systems. The objective is to help restore a more natural response to rainfall within river catchments, and to address/prevent localised surface water flooding. It is noted that the site is within a critical drainage area (CDA) as identified locally as a result of Harrow's Surface Water Management Plan (2012).

London Plan Policy 5.13 *Sustainable Drainage* sets out a hierarchy of sustainable drainage measures, with the aim of managing surface water run-off as close to source as possible. Policy DM 10 *On Site Water Management and Surface Water Attenuation* of Harrow's Development Management Policies Local Plan sets out the design and layout criteria for major development proposals. Both policies also cross-refer to the need for water consumption efficiency.

The applicant's FRA outlines the proposed surface water strategy for the site. It states that surface water discharge from the developed part of the site would be restricted,

³³ Policy 5.13

³⁴ Paragraph 4.32

using an artificial control device, to 15.3 litres per second into a new open channel that would discharge directly into the Edgware Brook. It also states that the surfaces of the car parking areas and the MUGA/netball/tennis courts would be of a design and be formed with materials that would enable them to contribute to the storage of surface water. Furthermore, an attenuation pond is proposed within the school part of the site. Taking into account predicted climate change impacts and noting that the west playing field would continue to drain at pre-development rates, the FRA concludes the overall surface water discharge of the site would be limited to 5 litres per second.

Detailed drainage plans have been submitted and the Council's Drainage team has not raised any concern regarding the non-separation of surface and foul water drainage systems. It is considered that a SUDS maintenance plan and details of measures for the efficient use of mains water can be secured as conditions of any planning permission.

Trees

London Plan Policy 7.21 *Trees and Woodland* states that existing trees of value should be retained and that, wherever appropriate, additional trees should be planted in new development. Policy DM 22 *Trees and Landscaping* of the Development Management Policies Local Plan document resists the loss of TPO and other trees of significant amenity value only where it can be demonstrated that their loss would be outweighed by the wider public benefits of the proposal.

A detailed tree survey has been submitted with the application. The survey provides a comprehensive quality assessment of trees within the site using the following industry standard grading system:

- Category A: these are trees of high quality with an estimated remaining lifespan of at least 40 years;
- Category B: these are trees of moderate quality with a remaining life expectancy of at least 20 years;
- Category C: these are trees of low quality with a remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm; and
- Category U: these are trees in such a condition that they cannot realistically be retained as living trees for longer than ten years.

For categories A-C there is a 1-3 sub-category system, where 1 represents mainly arboricultural qualities, 2 represents mainly landscape qualities and 3 represents mainly cultural values.

The survey identifies a total 89 individual or groups of trees throughout the site and categorises them as follows: 6 x A1; 1 x A3; 36 x B1; 6 x B2; 31 x C1; 4 x C2; and 5 x U.

There are three main tree masses within the site: a broadly linear formation following the line of the Edgware Brook; an 'L' shaped linear formation along the west and south edges of the eastern playing field; and a short avenue along the access from Marsh Lane. These tree masses are all the subject of Tree Preservation Orders (TPO). In addition there is an individual Scots Pine tree in the north-east corner of the site which is protected by a TPO.

The trees to be retained, and those to be removed, as identified on drawing L-1439-PRP-005 Rev. 07. A total of 7 individual trees and 1 group³⁵ of trees is proposed for removal, as follows ['T' & 'G' numbers cross refer to those used in the submitted survey]:

Tree	Category	TPO	Location	Reason
T7	B1	Yes	South perimeter of east field	To enable new site access to be formed
T24	U	No	North perimeter of east field	Recommendation of tree survey
T37	U	Yes	South-west perimeter of east field	Recommendation of tree survey
T39	U	Yes	South-west perimeter of east field	Recommendation of tree survey
T45	B1	Yes	South perimeter of east field	To enable new site access to be formed
T46	B1	Yes	South perimeter of east field	To enable new site access to be formed
T85	U	No	North perimeter of east field	Dead
G11	C2 (group)	No	South-east corner of east field	To accommodate school building and parking areas

It should be noted that one further tree [T36] had also been identified for removal. Following discussions with the Council's Landscape Architect, however, an amended plan has been submitted identifying this for retention as a 'monolith' feature. However, the Council's Landscape Architect has advised that the position of the swale (one of the sustainable drainage features) would need to be adjusted to allow T36 to be retained as now proposed. It is recommended that this be secured as a condition of any planning permission.

The loss of any existing trees is, of course, regrettable. However, the above table demonstrates that of the 7 individual trees identified for removal, 4 are category 'U' indicating that they are not of themselves of any amenity value and are identified for removal in light of the recommendations of the tree survey as to their quality/condition. The 'C2' rating of the group of trees identified for removal indicates a low, mainly landscape amenity value and consequently their loss, which is required to facilitate the development, is not considered to be unacceptable.

The remaining three trees identified for removal are rated B1, indicating an enhanced level of arboricultural amenity value, and are the subject of TPO protection. In this case, the wider public benefit of the proposed development – in terms of securing secondary school place provision – is set out elsewhere in this report, as is the need for it to be accommodated on the application site (by reference to evidence of a search for other potential sites) and on the east playing field of the site (this being sequentially preferable in flood risk terms). Access to the site from Marsh Lane was ruled out by the Highway Authority in pre-application discussions and, in any event, that may have necessitated

³⁵ Reported as comprising 4 goat willow, 1 hawthorn, 6 birch stems and 1 poplar.

the removal of the protected avenue trees situated there. Therefore, access to the proposed development could only realistically come from the south access road from Wemborough Road, meaning that it would have to break through the line of trees along the south perimeter of the east field.

Taking all of the above circumstances into account, it is considered that the loss of the three B1-rated trees to facilitate the development is outweighed by the wider public benefit of the proposal, consistent with Policy DM 22.

All remaining trees, identified for retention, should be protected during the course of the construction works to ensure their survival. Details of protection measures should therefore be secured as a condition of any planning permission. The tree survey also identifies some trees where works are advisable; such works to any TPO protected trees would, of course, require separate application to the Council.

Landscaping

Paragraph 58 of the NPPF states that planning decisions 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 of the highest quality and calls for opportunities for greening to be maximised. Policy DM 22 *Trees and Landscaping* of the Development Management Policies Local Plan 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 new planting to grow; and supports biodiversity.

Notwithstanding the regrettable loss of a relatively small number of existing trees, the majority of the trees on and around the site would be retained and these would continue to form the dominant soft-landscape characteristic of the site. A landscape masterplan has been submitted (drawing L-1439-PRP-006 Rev. 07) to show the key components of proposed new hard landscaping and additional soft landscaping on the site. These include:

- permeable block paving to form parking areas to the south and east of the proposed school building;
- a habitat/discovery 'Lime avenue' along the existing access strip from Marsh Lane;
- a horticultural area, outdoor class/dining area, meditation gardens, and informal hard play area to the north of the proposed school building;
- the mini soccer pitch would be laid to grass, the MUGA would have a synthetic pitch and tennis/netball courts would be porous tarmac;
- an attenuation pond (fenced-in for safety) would be situated to the south of the proposed sports building;
- tarmac paths and amenity grass areas would be formed around the school part of the site; and
- wildflower areas and additional perimeter planting around the school part of the site.

The west playing field would be laid out for sports use and so would remain much as existing. The south-west corner would also include 3 playing pitches and 'trim trail' gym equipment, and an area is earmarked for habitat enhancement.

The landscape masterplan demonstrates a thoughtful approach to the site's existing soft landscape attributes, environmental & ecological considerations, and to the hard & soft landscaping requirements of the proposed school. Accordingly, it is considered that the general approach to landscaping is a positive one and is consistent with Policy DM 22.

The Council's Landscape Architect has recommended that details be secured with regards to certain of the landscape matters and that a detailed planting plan is required. These matters, and implementation of the approved landscaping scheme, can be secured as conditions of any planning permission.

Ecology and Biodiversity

At paragraph 118 the NPPF sets out the principles for conserving and enhancing biodiversity, which include resisting development that would: (i) cause significant harm that cannot be avoided, mitigated or compensated-for; or (ii) have an adverse affect on a Site of Special Scientific Interest (SSSI). Opportunities to incorporate biodiversity in and around developments are encouraged.

London Plan Policy 7.19 *Biodiversity and Access to Nature* echoes the need for development proposals to make a positive contribution to biodiversity, to protect statutory sites, species and habitats, and to help achieve Biodiversity Action Plan targets. Criteria for the Protection and Enhancement respectively of *Biodiversity and Access to Nature* are set out in Policies DM20 and DM21 of the Development Management Policies Local Plan document.

The site does not contain or adjoin an SSSI but does incorporate a Site of Importance for Nature Conservation (SINC). The SINC follows the line of the Edgware brook through the site and covers a further area to the west of the derelict pavilion and to the west & north of the existing public car park. It is rated as of local importance.

The applicant has submitted a Biodiversity Management Plan, dated October 2015.

Protection

The submitted Biodiversity Management Plan includes an assessment of the site's existing ecological value, with findings as follows:

- habitats on the site are provided by trees, grassland, hedgerow and running water, but are of significance predominately to the site (with the exception of mature trees that have a wider local significance);
- due to the presence of mature trees on site (potential habitats for roosting bats) an inspection of selected³⁶ trees was carried-out by a licensed person and no evidence of bat roosting was identified;
- however the same inspection did find evidence of current and previous bird nesting;
- habitats on the site are considered to have negligible potential to support widespread reptiles, otter and water vole.

As noted elsewhere in this report, the majority of the trees on the site would be retained however a small number of trees are proposed to be removed. The Biodiversity Management Plan recommends mitigation by the installation of bat and bird boxes within the development and planting of new native trees where possible. It is also recommended that vegetation clearance and arboricultural works take place outside of the bird nesting season of March to August, and that external lighting be controlled to ensure that conditions conducive to bats are maintained (to ensure the success of bat boxes).

Also as noted elsewhere in this report, one tree on the site, which had been identified for removal, is now proposed to be retained as a 'monolith' feature. The Biodiversity

³⁶ Those likely to be impacted by the proposed development.

Management Plan observes that even trees rated as being of poor amenity value can still be a habitat resource for bats and birds, and that dead wood is of high value for fungi and invertebrates.

Enhancement

The submitted Biodiversity Management Plan makes the following recommendations for biodiversity enhancements:

- new native tree and hedgerow planting, where possible, and new wildflower grassland planting as part of the soft landscaping works;
- the proposed attenuation pond to be designed and planted to maximise its biodiversity value;
- a range of bird boxes, as follows: general nest boxes; swift boxes; house martin nests; sparrow terrace; and an owl box suitable for tawny owls;
- creation of deadwood habitats at suitable locations within the site; and
- infrequent grass cutting for a 3 metres wide strip alongside the SINC boundary.

The Council's Biodiversity Officer has indicated that he is broadly satisfied with the Biodiversity Management Plan and it is considered that the recommendations contained therein may be secured as a condition of any planning permission. A specific condition is also proposed to control external lighting at the development, in the interests of amenity and biodiversity. The landscape masterplan has been amended and shows substantial areas earmarked for habitat enhancement, including a larger area of the south-western corner of the site, details of which can be secured as part of the control of landscape details, by condition.

London Plan Policy 5.11 *Green Roofs and Development Site Environs* states that major development proposals should be designed to include roof, wall and site planting. It is considered that with appropriate planting on the roofs of the sports hall and school building, the development could further enhance the biodiversity value of the site. The Council's Landscape Architect and Biodiversity Officer have advised that consideration should be given to the installation of biodiverse roofs, which would enhance the biodiversity of the area in accordance with the Harrow Biodiversity Action Plan. A brown roof could use a mixture of suitable recycled inorganic materials and compost and could be seeded and plug planted with a variety of suitable native/wildlife attracting species, many of which can be purchased as 'of the shelf' mixtures. Alternatively, the brown roof could be left to naturally re-colonise with wildflowers and grasses which would create a brownfield (or wasteland) habitat, also in accordance with the Harrow Biodiversity Action Plan. The low substrate fertility would mean plants (whether self-seeded or planted) do not grow tall and need little maintenance

To secure compliance with London Plan Policy 5.11 and to further the enhancement aims of Local Plan Policy DM 21 and the Harrow Biodiversity Action Plan, it is recommended that details of roof planting be secured as a condition of any planning permission.

Subject to the above, it is considered that the proposal appropriately protects and enhances biodiversity, consistent with Policies DM 21 and DM 22.

Land Contamination

London Plan Policy 5.21 *Contaminated Land* requires appropriate measures to be taken

to ensure that the redevelopment of contaminated land does not activate or spread the contamination. Local Plan Policy DM 15 *Prevention and Remediation of Contaminated Land* requires the consideration of proposals on land known or suspected to be contaminated to have regard to: the findings of a preliminary risk assessment; the compatibility of the intended use with the condition of the land; and the environmental sensitivity of the site.

A Phase 1 Geo-Environmental Assessment Report, dated February 2014, has been submitted with the application. The Report considers a range of potential sources of contamination including the nearby Stanmore gas holder station, unexploded ordnance and made ground on the site and concludes that further works (a phase 2 investigation) should be undertaken. It also notes that the site does not lie within a Groundwater Source Protection Zone or a nitrate vulnerable zone, and that there are no sensitive land areas or historic landfill sites within 1km of the site.

Accordingly a Phase 2 Ground Investigation Report, dated March 2014, has been submitted with the application. This Report incorporates the findings of intrusive site investigation comprising 15 boreholes to depths of 4 metres. The report concludes that no risks were identified that would require further assessment.

The Council's Environmental Health Officer has confirmed that he is content with the findings of the aforementioned reports. Consistent with Policy DM 15, it is therefore considered that the proposed use is compatible with the condition and environmental sensitivity of the land, and that no mitigation works are necessary.

Heritage

London Plan Policy 7.8 *Heritage Assets and Archaeology* calls for development affecting heritage assets and their settings to conserve their significance. Core Strategy Policy CS1 D resists proposals that would harm the significance of heritage assets including their setting. Policy DM7 *Heritage Assets* of the Development Management Policies Local Plan document sets out detailed criteria for assessing the impact of proposals that affect heritage assets.

There are no scheduled ancient monuments, conservation areas, statutory or locally listed buildings within or immediately adjoining the site. It is not considered that the proposal would materially affect the setting of any such assets within the wider area.

However, just beyond the north-west corner of the site is the Old Church Lane archaeological priority area. This is a Local Plan designation and reflects the potential of sites within the zone to contain below ground archaeology associated with the historic settlement of Stanmore.

The Greater London Archaeological Advisory Service (Historic England) has advised that, notwithstanding that the site itself is beyond the reach of the designated archaeological priority area, a geophysical survey is required. Depending on the results, a field evaluation (excavation) may also be required. These requirements have been identified because an investigation directly to the north-west of the site recorded evidence of activity from the prehistoric to the medieval period, and because the large scale nature of the proposed works could result in extensive removal of previously unrecorded archaeological remains.

In response to Historic England the applicant has commissioned and supplied a

Geophysical Survey Report, dated January 2016. It reports that a detailed magnetic gradiometer survey conducted at the site did not find any anomalies that can be characterised as being of either probable or possible archaeological origin. A copy of the report has been supplied to Historic England; any response will be reported to the Committee as addendum information.

It is notable that the application site falls within the wide setting consultation area of the Stanmore Country Park Extension (Wood Farm) protected view towards Harrow-on-the-Hill, as identified at Schedule 3 of the Development Management Policies Local Plan. However given the situation of the site, some distance between the viewing location and the landmark the subject of the protected view, considerably to the left (east) of the landmark and on lower ground, together with the low-rise nature of the proposed development, there would be no material impact in the composition of this long range view.

Electricity and Gas Supply

Policy 5.4A *Electricity and Gas Supply* of the London Plan calls for developers to engage with boroughs and energy companies to identify the gas and electricity requirements of their proposals. Core Strategy Policy CS1 Z requires proposals to demonstrate that adequate existing or proposed infrastructure capacity exists or can be secured both on and off the site to serve the development.

A Services Utility Report, dated October 2015, has been submitted with the application. This states that, for electricity, the applicant has been in dialogue with UK Power Networks, the district network operator, and that subject to a new substation in the local area, the high voltage network has available capacity to feed the proposed development. For gas, the report states that a new pipe would be laid from the mains supply in Marsh Lane to the boiler plant room within the proposed main school building.

Water Use and Waste Water Capacity

London Plan Policy 5.15 *Water Use and Supplies* states that development should minimise the use of mains water by incorporating water saving measures and equipment. Core Strategy Policy CS1 Z requires proposals to demonstrate that adequate existing or proposed infrastructure capacity exists or can be secured both on and off the site to serve the development. Policy DM10 *On Site Water Management and Surface Water Attenuation* of the Development Management Policies Local Plan requires proposals to make provision for the installation and management of measures for the efficient use of mains water.

The submitted Services Utility Report includes information on water supply. This states that a connection would be made from the mains supply in Marsh Lane to a storage tank with pressure booster in the plant room within the proposed main school building. However no details of measures to secure the efficient use of mains water within the proposed development have been submitted. Such measures are critical given the rationale for the policies requiring them: to help minimise a projected future imbalance between demand and supply for potable water in London and the south-east. To ensure that the requirements of the policies are met in this respect, it is therefore recommended that any planning permission be subject to a condition to this end.

It is noted that Thames Water has not objected to the proposal in relation to the capacity of the surrounding foul water network to serve the development.

Waste and Recycling

London Plan Policy 5.13 *Sustainable Design and Construction* requires development to minimise the generation of waste and maximise reuse or recycling. These sentiments are echoed in Core Strategy Policy CS1 X. Policy DM45 *Waste Management* of Harrow's Development Management Policies Local Plan requires proposals to make satisfactory provision for general waste, the separation of recyclable materials and the collection of organic material for composting.

A bin enclosure, shown indicatively as accommodating 16 'Euro' type bins, is proposed to the north-east of the main school building. The Council's Waste Management team leader has not objected to the proposal, but has pointed out that due to the location of the bin store (requiring a bin lorry to enter the site for collection) the block paved parking areas would need to be constructed to a specification that could withstand a 26 ton vehicle weight. This is a matter for the applicant and so an informative in this regard is recommended.

No details of the measures for handling waste during the demolition and construction phases of the development have been submitted. However, it is considered that a site waste management plan can be secured as a condition of any planning permission.

Demolition of Existing Pavilion Building

It is proposed to demolish the existing pavilion building situated in the south-east corner of the site. At the time of the officer's site visit the building was observed to be in some considerable state of disrepair indicating that it is unlikely to have been used for some time.

As a former park pavilion, it is considered that the building would have been a community and/or sport facility. Local Plan Policy DM 47 *Retention of Existing Community, Sport and Education Facilities* permits the loss of existing such facilities only where there is no longer a need for that facility, there are adequate similar facilities within walking distance, the activities carried on are inconsistent with the amenity of neighbours or the redevelopment of the site would secure an over-riding public benefit. Credit should not be given for the condition of the building, as this would set an undesirable precedent; however in this case the proposed development would provide a sports hall and changing rooms with community access, and for reasons set out elsewhere in this report the redevelopment of the site (as a whole) would secure an over-riding public benefit in terms of secondary school places. Accordingly, the loss of the pavilion building would comply with Policy DM 47.

Dust, noise and other impacts during the demolition works may be controlled with appropriate conditions of any planning permission.

OTHER CONSIDERATIONS

Equalities Impact

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

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account in the assessment of this application and the Committee must be mindful of this duty *inter alia* when determining all planning applications.

The proposal would contribute to the delivery of state-funded secondary education places in the Borough, within a faith school environment, and would provide indoor and outdoor sports facilities to which there would be controlled community access. The development would be designed to achieve modern standards of inclusive access around the site and to/within the buildings. By providing educational and sport opportunities within the community it would contribute to achieving a 'Lifetime Neighbourhood'. It is therefore considered that the proposal would achieve a high level of inclusive access and would contribute positively to social cohesion.

In light of the above, it is considered that the proposed development would not result in any infringement on Equalities legislation.

Human Rights Act

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights ("the Convention") directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

This report has outlined the consultation that has been undertaken in relation to this planning application and the opportunities for people to make representations to the Council as the local planning authority. Members need to satisfy themselves that the measures proposed to minimise, *inter alia*, any adverse effects of the development are acceptable and that any potential interference with Article 8 rights will be legitimate and justified.

Both public and private interests are to be taken into account in the exercise of the Council's planning authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

As set out above, it is necessary, having regard to the Human Rights Act 1998, to take into account any interference with private property rights protected by the European Convention on Human Rights and ensure that the interference is proportionate and in the public interest.

In this context, the balance to be struck between individual rights and the wider public interest has been carefully considered. Officers consider that any interference with Convention rights is justified. Officers have also taken into account the mitigation measures governed by planning conditions and the associated section 106 Planning Obligation to be entered into.

S17 Crime & Disorder Act

The proposed development has been designed to meet the Education Funding Agency's requirements as to site security and staff & student safety. The proposal would lead to increased activity in and around the site that would benefit natural surveillance. The proposal has been assessed for compliance with the Secured by Design guidelines and has been found to be acceptable in this regard. Where mitigation of residual risks is required it is proposed to secure this as conditions of any planning permission.

It is therefore concluded that the proposal would therefore not increase the risk or fear of crime.

Consultation Responses

A response to issue raised in representations and not otherwise dealt with in the main report above will be included as Addendum information.

CONCLUSION

The proposal represents a departure from the development, being a development on open space and for a use contrary to the site's allocated purpose. However, it is concluded that the projected future shortage of secondary school places, and a firm Government planning policy statement as to the support to be given to schools development, are compelling other material considerations that point to a decision other than in accordance with the Local Plan in this instance.

It is recognised that the proposal raises legitimate local concerns about the transport impacts, amenity, noise, air quality, flooding and landscape/nature conservation. Every effort has been made in the design and layout of the development to address these and, as explained in this report, it is recommended that a number of further mitigations be secured through a section 106 Planning Obligation and as conditions of planning permission. Subject to these and referral to the Mayor of London, it is recommended that planning permission be granted.

CONDITIONS

General Conditions

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

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

2 Unless otherwise agreed in writing by the local planning authority, the development shall be carried out in accordance with the approved drawings.

REASON : To ensure that the development is carried out in accordance with the details submitted in the planning application.

Pre-Commencement Conditions

3 No development shall take place, including any works of demolition, until a dust, noise and vibration management plan has been submitted to, and agreed in writing by, the local planning authority. The plan shall detail measures for the control and reduction of dust emissions, noise and vibration impacts associated with demolition, earthworks, construction and track out, and arrangements for monitoring air quality during construction. The development shall be carried out in accordance with the plan so

agreed.

REASON : To ensure that measures are put in place to manage and reduce dust emissions, noise and vibration impacts during demolition and construction and to safeguard the amenity of neighbouring occupiers, in accordance with Policies 7.14 & 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013). To ensure that measures are agreed and in place to manage and reduce dust during the demolition and construction phases of the development, this condition is a PRE-COMMENCEMENT condition.

4 No development shall take place, including any works of demolition, until a demolition and construction waste management plan, setting out arrangements for the handling of excavation, demolition and construction waste arising from the development, and to make provision for the recovery and re-use of salvaged materials wherever possible, has been submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the agreed plan or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON : To ensure that waste management on the site is addressed from construction stage and to promote waste as a resource, in accordance with Policy CS1 X of the Core Strategy (2012). To ensure that measures are agreed and in place to manage and re-use waste arising during the demolition and construction phases of the development, this condition is a PRE-COMMENCEMENT condition.

5 No development shall take place, including any works of demolition, until a revised construction and logistics plan has been submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the agreed plan or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy 6.3 of the London Plan (2015).

6 The development hereby approved shall not be commence until details of the means of protection of the trees, hedgerows and other existing planting to be retained within the site, and adjacent trees within adjoining sites, have been submitted to, and agreed in writing by, the local planning authority. The details shall include:

- a) arrangements for audited arboricultural monitoring of the site during the construction works;
- b) identification of root protection areas;
- c) the method of any excavation proposed within the root protection areas;
- d) the type, height and location of protective fencing; and
- e) measures for the prevention of soil compaction within the root protection areas.

The construction of the development shall be carried out in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the retention and survival of trees, hedgerows and other planting of significant amenity value within the site that are to be retained, and trees within adjoining sites, are safeguarded during construction, in accordance with Policy DM 22 of the Development Management Policies Local Plan (2013).

Progression Point Conditions

7 Before the construction of any building on the site reaches damp proof course level,

and unless it is demonstrated to the satisfaction of the local planning authority that a 'brown' roof is not feasible and/or practical, details of the provision of appropriate planting for biodiversity on roofs within the development shall be submitted to, and agreed in writing by, the local planning authority. The details shall comprise:

- a) identification of the roof areas to be used for planting for biodiversity;
- b) details of the planting to be used; and
- c) details of the maintenance including irrigation.

The development shall be carried out in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON : To ensure that planted roofs are provided as part of the development, in accordance with Policy 5.11 of the London Plan (2015); to ensure that the development contributes to sustainability objectives in accordance with London Plan Policies 5.3 and 5.9 and Policy DM 12 of the Development Management Policies Local Plan (2013); and to ensure that the development contributes to urban greening and biodiversity objectives in accordance with London Plan Policy 5.10 and Local Plan Policy DM 21.

8 Before the construction of the sports hall building on the site reaches damp proof course level, details of the acoustic qualities within the building fabric of the sports hall as assessed in the Environoise report dated 30th March 2015 shall be submitted to, and agreed in writing by, the local planning authority. The development of the sports hall shall be carried out in accordance with the details so agreed.

REASON: To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

9 Before the construction of any building on the site reaches damp proof course level, the following specifications shall be submitted to, and agreed in writing by, the local planning authority:

- a) the detailed design of all ramps, steps and pathways within the external areas of the development;
- b) the thresholds, door opening widths and landing areas at all entrances between the external areas of the development and the approved buildings; and
- c) the levels and layout of pedestrian route(s) between the parking areas within the site and the entrances of the approved buildings.

The development shall be carried out in accordance with the specifications so agreed, or any amendment or variation to them as may be agreed in writing by the local planning authority, and shall be permanently retained as such thereafter.

REASON : To ensure that the development contributes to the creation of a Lifetime Neighbourhood and an inclusive environment, in accordance with Policies 7.1 & 7.2 of the London Plan (2015) and Policy DM 2 of the Development Management Policies Local Plan (2013).

10 Before any building on the site reaches damp proof course level, details of the materials to be used in the external surfaces of the buildings shall be submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed or any amendment or variation to them as may be agreed in REASON : To ensure that the development achieves a high standard of design in accordance with Policy 7.6 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

11 Before the construction of any building on the site reaches damp proof course level, and notwithstanding the details shown on the approved drawings, a drawing to show revised cycle parking arrangements on the site, and to show how the area to the north of the sports hall building will be secured, shall be submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON : To ensure that the development achieves a high standard of design, and is safe & secure, in accordance with Policy 7.6 of the London Plan (2015) and Policies DM 1 and DM 2 of the Development Management Policies Local Plan (2013).

12 Before the construction of any building on the site reaches damp proof course level, a plan for the on-going maintenance of the sustainable drainage measures to be implemented across the development shall be submitted to, and agreed in writing by, the local planning authority. The plan shall thereafter be implemented for the lifetime of the development, or any amendment or variation to the plan as may be agreed in writing by the REASON : To ensure that adequate measures for the control and disposal of surface water from the development are maintained on the site, in accordance with Policy 5.13 of the London Plan (2015) and Policies DM 10 of the Development Management Policies Local Plan (2013).

13 Notwithstanding the details shown on approved drawings numbered L-1439-PRP-005 Rev. 07 and L-1439-PRP-005 Rev. 07, no work on the swale shall commence until a drawing revising the alignment of the swale in relation to retained trees (including tree T36) has been submitted to, and agreed in writing by, the local planning authority. The swale shall be REASON : To ensure that trees of significant amenity value of the site and identified for retention are not adversely affected by the construction of the swale, in accordance with Policy 7.21 of the London Plan (2015) and Policy DM 22 of the Development Management Policies Local Plan (2013).

14 Before any landscaping is carried out within the site, including any works preparatory to such landscaping, a scheme for the hard and soft landscaping of the whole site shall be submitted to, and agreed in writing by, the local planning authority. Details shall include:

- a) planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme;
- b) existing and proposed site levels, clearly identifying changes to landform;
- c) details of hard surface materials;
- d) details of all boundary treatment, including fences, means of enclosure and gates;
- e) detailed drawings and specifications for the areas identified for habitat retention, protection and enhancement on approved drawing numbered L-1439-PRP-005 Rev. 07;
- f) detailed drawings and specifications of proposals for a trim trail in the location identified for this purpose on approved drawing numbered L-1439-PRP-005 Rev. 07;
- g) details of the layout of all sports pitches, the outdoor learning/classroom area on the site of the former pavilion, footpaths and gates to those parts of the site to be made permanently accessible to the community; and
- h) details of the buffer zones either side of Edgware Brook and flood protection bund and protection for these zones during preparatory and landscaping works.

The development shall be carried out in accordance with the scheme so agreed, and

shall thereafter be retained.

REASON: To ensure that the development secures satisfactory hard and soft landscaping details for all parts of the site, in accordance with Policies DM 1 and DM 22 of the Development Management Policies Local Plan (2013).

15 No impact piling shall take place until a piling method statement has been submitted to, and agreed in writing by, the local planning authority. 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).

Pre-Use Conditions

16 Before the construction of any building on the site reaches damp proof course level, details of the provision of appropriate bird nesting boxes, bat roosting boxes/tubes and invertebrate habitat for the enhancement of biodiversity within the development shall be submitted to, and agreed in writing by, the local planning authority. The details shall comprise:

- a) species catered for, number, location, orientation and type of bird boxes incorporated into or affixed to new buildings;
- b) number, location, orientation and type of bat boxes/tubes incorporated into or affixed to new buildings;
- c) number, location, orientation and type of bird and bat boxes affixed to appropriate trees; and
- d) location and form of invertebrate habitat i.e. log piles and stag beetle loggeries.

The development shall not be first used until the details so agreed have been implemented, and shall thereafter be retained.

REASON : To ensure that the development appropriately protects and enhances the biodiversity value of the site in accordance with Policy 7.19 of the London Plan (2015) and Policies DM 20 and DM 21 of the Development Management Policies Local Plan (2013).

17 The outdoor sports facilities shall not be brought into first use until 2.4 metres high close boarded fencing, as indicated on the approved drawing L-1439-PRP-002 Rev. 09, has been erected in accordance with details that shall first have been submitted to, and agreed in writing by, the local planning authority. The details shall include metric scale drawings to show the precise alignment of the proposed fencing (in relation to the boundary and any neighbouring walls and fences to be retained) at all points along its length and its appearance, and a detailed specification of its acoustic qualities. The fencing shall thereafter be retained in accordance with the details so agreed.

REASON : To ensure that the fencing is appropriate to the character of the area and is well laid out in relation to neighbouring property and existing landscaping; and to ensure that the fencing makes the maximum possible contribution to noise reduction consistent with the amenity of the neighbouring occupiers; in accordance with Policy 7.15 of the London Plan (2015) and Policies DM 1 and DM 22 of the Development Management Policies Local Plan (2013).

18 The development hereby approved shall not be first used until a noise management plan has been submitted to, and agreed in writing by, the local planning authority. The

development shall be used at all times in accordance with the noise management plan so agreed, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON : To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

19 The site wide heating system boiler(s) shall be installed and thereafter retained in accordance with a specification that shall first have been submitted to, and agreed in writing by, the local planning authority.

REASON : To ensure that the emissions from the combined heat and power system comply with the standards published at Appendix 7 of the Mayor of London's Sustainable Design & Construction supplementary planning document (2014) (or such appropriate standards as may supersede them) and that the development is consistent with the provisions of Policy 7.14 of the London Plan (2015).

20 The development hereby approved shall not be first used until an emergency plan for the safe evacuation of staff, pupils and visitors to the site in the event of a modelled 1 in 100 year fluvial flood event and 1 in 30 year surface water flood event, taking into account the predicted effects of climate change upon those modelled events, has first been submitted to, and agreed in writing by, the local planning authority. The plan shall thereafter be put into effect in accordance with implementation measures that shall be specified in the plan.

REASON : To safeguard the users of the development in the event of fluvial and surface water flooding within the wider area, in accordance with Policy 5.12 of the London Plan (2015) and Policy DM 9 of the Harrow Development Management Policies Local Plan (2013).

21 The development hereby approved shall not be first used until a noise management plan has been submitted to, and agreed in writing by, the local planning authority. The development shall be used at all times in accordance with the noise management plan so agreed, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON : To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

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

REASON : To ensure that the development makes appropriate provision for soft landscaping in accordance with Policy DM 22 of the Development Management Policies Local Plan (2013).

23 The development hereby approved shall not be used until details of the measures to make efficient use of mains water within the school building and sports hall have been submitted to, and agreed in writing by, the local planning authority. The measures shall be implemented in accordance with the details so agreed or any amendment or variation

to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the development makes efficient use of mains water in accordance with Policy 5.15 of the London Plan (2015) and Policy DM 10 of the Development Management Policies Local Plan (2013).

24 Before the sports hall, artificial grass pitches, MUGA and grass pitches are brought into use, a management and maintenance scheme for the facility including management responsibilities, a maintenance schedule and a mechanism for review shall be submitted to and approved in writing by the local planning authority. This should include measures to ensure that the surface of the artificial grass pitch is replaced at the end of its usual lifespan. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of use of the sports hall, artificial grass pitches, MUGA and grass pitches.

REASON : To ensure that a new facility is capable of being managed and maintained to deliver facilities which are fit for purpose, sustainable and to ensure sufficient benefit of the development to sport.

25 The development hereby approved shall not be first used until photo voltaic panels have been installed in accordance with a drawing showing the location, orientation and pitch of the photo voltaic panels that shall first have been submitted to, and agreed in writing by, the local planning authority. The panels shall thereafter be retained.

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 (2015).

On-Going Conditions

26 The outdoor sports facilities shall not be used before 07:00 hours and after 22:00 hours on any day, unless otherwise agreed in writing by the local planning authority.

REASON : To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

27 The level of noise emitted from any plant (e.g. air conditioning system) installed on the site shall be lower than the existing background level by at least 10 LpA. Noise levels shall be determined at one metre from the boundary of the nearest noise sensitive premises. The measurements and assessments shall be made in accordance with British Standard 4142 (or any document revoking and replacing British Standard 4142, with our without modification). The background noise level shall be expressed as the lowest LA90 (10 minutes) during which the plant is or may be in operation. If requested in writing at any time by the local planning authority, measurements of the noise from the plant must be taken and a report/impact assessment demonstrating that the plant (as installed) meets the design requirements shall be submitted to the local planning authority within three months of such request.

REASON : To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

28 The approved Car Park Management Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority, shall be adhered to throughout the operation of the development.

REASON : To ensure that the on-site car parking is properly managed and available to meet the needs of the school and community users of the site, and does not give rise to

conditions prejudicial to the free flow and safety of traffic using the surrounding public highway network, in accordance with Policy 6.3 of the London Plan (2015) and Policy DM 42 of the Development Management Policies Local Plan (2013).

29 The approved Delivery and Servicing Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority, shall be adhered to throughout the operation of the development.

REASON : To minimise the impact of deliveries and servicing upon the amenity of neighbouring occupiers and to manage the impact upon the surrounding highway network, in accordance with Policy 6.3 of the London Plan (2015) and Policies DM 1, DM 43 and DM 44 of the Development Management Policies Local Plan (2013).

30 No external lighting shall be installed anywhere on the site until details of such lighting has been submitted and, and agreed in writing by, the local planning authority. Such details shall include:

- a) the siting, height and appearance of the proposed lighting and any associated mounting structures;
- b) the type and strength of luminance of the luminaires;
- c) isoline (lux) diagrams;
- d) times and controls of illumination;
- e) the measures proposed to reduce light pollution; and
- f) the measures proposed to ensure minimal UV light emittance of luminaires.

The external lighting shall be installed and thereafter retained in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON : To ensure that the development achieves a high standard of amenity in accordance with Policy 7.6 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013); to ensure that the development appropriately protects and enhances the biodiversity value of the site in accordance with London Plan Policy 7.19 and Local Plan Policies DM 20 and DM 21.

31 Any telecommunications apparatus, extraction plant, air conditioning units and other plant or equipment that is required to be installed on the exterior of the buildings hereby approved shall be carried out in accordance with details that shall first have been submitted to, and agreed in writing by, the local planning authority, and shall be permanently retained as such thereafter. The details shall include siting, appearance, any arrangements for minimising the visual and (if relevant) odour impacts and any arrangements for mitigating potential noise or vibration.

REASON : To ensure that the development achieves a high standard of design and amenity; and to ensure that neighbouring occupiers are not exposed to unreasonable noise, disturbance and odour; in accordance with Policies 7.6 and 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).

32 Unless otherwise agreed in writing by the local planning authority, the development hereby approved shall be carried out in accordance with the proposals for emissions savings that are documented in the approved Energy Statement Rev. C dated 24th September 2015.

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 (2015).

33 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).

34 The windows in the east elevation of the school building and which would serve the stair core at the eastern end of that building shall be installed with obscure glazing and shall be non-operable, and shall thereafter be retained in that form unless otherwise agreed in writing by the local planning authority.

REASON : To safeguard the privacy of the occupiers of neighbouring property in Green Verges and to ensure that the development achieves a high standard of privacy and amenity in accordance with Policy DM 1 of the Harrow Development Management Policies Local Plan (2013).

INFORMATIVES

1 INFORMATIVE:

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.

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

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

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.

3 INFORMATIVE:

In aiming to satisfy the Community Safety condition(s) the applicant should seek the advice of the Borough Crime Prevention Design Advisors (CPDA). They can be contacted through the Crime Reduction Unit, Harrow Police Station, 74 Northolt Road, Harrow, Middlesex, HA2 0DN, tel. 020 8733 3465. It is the policy of the local planning

authority to consult with the Borough CPDA in the discharging of this / these condition(s).

4 INFORMATIVE:

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 wwgriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality.

5 INFORMATIVE:

Thames Water recommends that petro/oil interceptors be fitted in all car parking facilities. Failure to enforce the effective use of petrol/oil interceptors could result in oil polluted discharges entering local watercourses.

6 INFORMATIVE:

Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. It is further recommended, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses.

7 INFORMATIVE:

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

8 INFORMATIVE:

In June 2006 Harrow Council adopted two Supplementary Planning Documents: "Access for All" and "Accessible Homes", containing design guidelines for the provision of safe and convenient access for all disabled groups. Both documents can be viewed on the Planning pages of Harrow Council's website.

9 INFORMATIVE:

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

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

and that work falls within the scope of the Act. Procedures under this Act are quite separate from the need for planning permission or building regulations approval. "The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from: Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB. Please quote Product code: 02 BR 00862 when ordering. Also available for download from the CLG website: <http://www.communities.gov.uk/documents/planningandbuilding/pdf/133214.pdf> Tel: 0870 1226 236, Fax: 0870 1226 237, Textphone: 0870 1207 405, E-mail:

10 INFORMATIVE:

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 0DN, tel. 020 8733 3465.

11 INFORMATIVE: SUMMARY OF REASONS FOR GRANT OF PLANNING PERMISSION:

The decision to grant permission has been taken having regard to the policies and proposals in the London Plan and/or the Harrow Local Plan set out below, and to all relevant material considerations including any comments received in response to publicity and consultation, as outlined in the application report:

London Plan: 3.18, 3.19, 5.2, 5.3, 5.4, 5.11, 5.12, 5.13, 5.15, 5.21, 6.3, 6.9, 6.10, 6.13, 7.1, 7.2, 7.4, 7.5, 7.6, 7.8, 7.14, 7.15, 7.18, 7.19, 7.21, 8.2.

Harrow Local Plan: Core Strategy: CS1 B, F, G, R, U, X, Y, Z; Site Allocation MOS 6; Development Management Policies: DM 1; DM 2; DM 7; DM 9; DM 10; DM 12; DM 15; DM 20; DM 21; DM 22; DM 42; DM 43; DM 44; DM 45; DM 46; DM 47; DM 48; DM 49, DM 50.

Plan Numbers: To follow as addendum information

Appendix A: Secretary of State for Communities and Local Government and Secretary of State for Education joint policy statement on planning for schools development



Planning Statement

On Behalf of:
Bowmer & Kirkland/Education Funding Agency

In Respect of:
Whitchurch Playing Fields, Wemborough Road, Stanmore, HA7 2EQ.

For:
Development of Secondary School for The Avanti House Trust, associated car parking and community sports facilities.

Date:
October 2015

DPP One Limited
Company number 08124507
VAT number IS9224595

Planning Committee

Wednesday 17 February 2016

Contents

Section	Page
1.0 Introduction	1
2.0 Site Description	4
3.0 Background of Avanti House School	5
4.0 Proposed Development	6
4.0 Planning Policy Guidance	8
5.0 Pre –Application Meetings/Community Consultation	20
6.0 Planning Assessment	22
7.0 Conclusion	38

0

Planning Committee

Wednesday 17 February 2016

81

Planning Committee

Wednesday 29th June 2016

152

1.0 Introduction

- 1.1 This Statement has been prepared on behalf of Bowmer and Kirkland and The Education Funding Agency in respect of a full planning application for the development of a new secondary school and associated internal and external sports facilities at Whitchurch Playing Fields, Wemborough Road, Stanmore, Harrow, HA7 2EQ.
- 1.2 The proposed development will make provision for much needed secondary school places within a high quality modern school environment. The scheme will also allow for a provision of enhanced sports facilities from which the wider local community will benefit.
- 1.3 The full application is supported by a set of architectural drawings prepared by Pick Everard and landscape proposals produced by Colour Landscape Architects:

- 000-PE-02-ZZ-DR- A-0111 - Sports Block - External Elevations
- 000-PE-02-GF-DR- A-0100 - Sports block Ground Floor GA
- 000-PE-02-01-DR- A-0106 - Sports block Ground Floor Roof
- 000-PE-01-ZZ-DR- A-0203 - Classblock External Elevations
- 000-PE-01-ZZ-DR- A-0202 - Classblock External Elevations
- 000-PE-01-ZZ-DR- A-0201 - Classblock External Elevations
- 000-PE-01-GF-DR- A-0128 - Classblock Ground Floor GA Plan
- 000-PE-01-03-DR- A-0104 - Classblock Ground Floor Roof Plan
- 000-PE-01-02-DR- A-0130 - Classblock Second Floor GA Plan
- 000-PE-01-01-DR- A-0129 - Classblock First Floor GA Plan
- 000-PE-00-ZZ-DR- A-102 Avant House_Site
- 000-DR-A-100_Existing Site Plan-Planning
- Access and Security L-1439-PRP-002
- Site access and circulation L-1439-PRP-003
- Landscape Strategy L-1439-PRP-004
- Trees to be retained and removed L-1439-PRP-005
- Landscape Masterplan [Whole Site] L-1439-PRP-006
- Landscape Masterplan [Area around the building] L-1439-PRP-007
- Sports Facilities L-1439-PRP-009
- Landscape Masterplan -Detailed Area 1 L-1439-GAP-001
- Landscape Masterplan -Detailed Area 2 L-1439-GAP-002

- Landscape Masterplan -Detailed Area 3 L-1439-GAP-003
- Landscape Masterplan -Detailed Area 4 L-1439-GAP-004
- Landscape Masterplan -Detailed Area 5 L-1439-GAP-005
- Landscape Masterplan -Detailed Area 6 L-1439-GAP-006
- Site Sections 1:200 L-1439-GAS-001
- Site Section A 1:100 L-1439-GAS-002
- Site Section B 1:100 L-1439-GAS-003
- Site Section C 1:100 L-1439-GAS-004
- Planting Strategy L-1439-PPP-001
- Planting Schedule L-1439-PPP-002

1.4 The application is also supported by the following documents:

- Agronomist Assessment
- Air Quality Assessment
- Daylight and Sunlight Assessment
- Design and Access Statement/Landscape Strategy
- Ecology Report
- EIA Screening Request
- Energy/ Sustainability Assessment
- Flooding/Drainage Strategy
- Ground Contamination Assessment
- Noise Impact Assessment
- Statement of Community Involvement
- Transport Assessment
- Travel Plan
- Tree Survey/Arboricultural Report
- Utilities Assessment

Screening Opinion

- 1.5 An EIA screening request was submitted to Harrow Council on the 23rd January 2015. Harrow advised on the 27th February 2015 that the proposed development did not constitute Environmental Impact Assessment development therefore an Environmental Statement would not be required.

- 1.6 In 12th August 2015 Harrow requested another EIA screening request be submitted due to the revisions made to the proposal since January 2015. An additional EIA screening request has therefore been submitted as part of this application, however we are of the continuing view that the proposed development does not constitute a development which would trigger the need for an Environmental Impact Assessment.

2.0 Site Description

Site Location

- 2.1 The proposed School site at the Whitchurch Playing Fields is currently a large area of open space which is designated as both open space and playing fields. The total site is approximately 10.5 hectares and is almost entirely covered by grass, but with a derelict sports pavilion located towards the centre, which has been out of use for a number of years following fire damage. There are also a small number of temporary type cabin accommodation units all of which are to be removed as part of any future development.
- 2.2 The site is bounded by Wemborough Road and the grounds of Whitchurch First and Junior Schools to the south, the rear gardens of properties fronting Old Church Lane to the north and Green Verges to the East and by Abercorn Road to the west. The surrounding area is predominately residential, with the North and East site boundaries directly adjoining the rear gardens of residential properties.
- 2.3 Access to the site is currently and is proposed to be taken from Wemborough Road via a simple priority junction. This access also serves the existing First and Junior Schools.
- 2.4 Other features on the site include the Edgware Brook which crosses the playing fields, separating a triangular piece of land from the main playing fields. Trees line the bank of the Edgware Brook and also split the current playing fields into two distinct areas. Many of the trees are protected through Tree Preservation Orders, either as individual trees or groups.

Planning History

- 2.5 The site was rejected by the Harrow Licensing Committee in 2013 to be considered as a Town and Country Village Green.
- 2.6 In June 2014 an application to extend the adjoining Whitchurch First and Junior School, to provide 600sq.m for an expansion from 3FE to 4FE was granted under Ref. P/1393/14. This development is currently being implemented.

3.0 Background of Avanti House School

- 3.1 Avanti House School is a Hindu faith school that works collaboratively with the wider community, especially partner organisations, to prepare pupils as responsible citizens. The school also promotes holistic, responsible lifestyles through a vegetarian diet, a curriculum that integrates yoga and meditation, and a built environment that actively fosters environmental concerns.
- 3.2 Avanti House is an all through school for 4-18 year olds with the campus split across two sites. This planning application relates to the secondary phase of the school. The school opened in September 2012 and can admit up to 180 secondary pupils per year. When full it will have 1260 secondary pupils on roll. The school now has pupils in years 7 – 10 and currently has 478 pupils on roll. In its first Ofsted inspection, in July 2014, it was rated Good with outstanding features.
- 3.3 Avanti has had several temporary sites since opening and is currently based in the building acquired for Pinner High School, another free school. In spite of the frequently move of site, the current, temporary site being a considerable distance from the Stanmore community that it predominantly serves and the lack, to date, of the security of a permanent build, the existing families have remained loyal to the school and it has grown in reputation and in size.
- 3.4 The school plans to remain at the temporary site in Pinner until their new building to which this application relates to is completed in August 2017. By this time there will be pupils in years 7-11 and the first cohort of pupils starting in sixth form (Year 12) and a number on roll close to 850.

4.0 Proposed Development

- 4.1 This application seeks consent for the development of an entirely new build secondary school including sixth form provision, for 1260 pupils aged between 11 and 18. The school development will also include extensive new sports facilities to enable a range of sports to be played at the site by school pupils; these will also be available for use by the wider local community outside of school core time during evenings, weekends and holiday periods.
- 4.2 The school will be run by the Avanti House Trust whose ethos is to prepare pupils for their respective life-journeys by promoting educational excellence and character formation. Emphasis is placed on independent thought and personal choice, which is supported by a mentoring system delivered in close partnership with parents.
- 4.3 One of the two specialisms at Avanti House is the performing arts, which is reflected in the facilities that will be provided within the school, with dedicated space for dance, drama, music and yoga. The range of spaces for performing arts will include both large and small areas e.g. performance areas and practice rooms.

Landscaping and Layout

- 4.4 The Avanti House Secondary School has been developed to create a clear site layout with regards to site access, circulation and use, whilst retaining the maximum area of sports fields. Proposed hard landscaping has been kept to a minimum and forms less than 10% of the overall site.
- 4.5 The site is divided into two parts on an East-West arrangement by a group of existing trees. The western and larger section of the site is being retained solely for the purpose of sports fields for use by both the community and the school. The quality of the pitches will be improved by the implementation of a maintenance strategy. This area could include:
- 3 No full sized football pitches
 - 4 No 5-a-side/mini soccer pitches
 - 1 no mini soccer pitch
 - A 400m athletics track
 - Cricket Square

- 4.6 The school development is proposed to take place on the eastern side of the site. The landscape proposals in this area include secure school external learning areas as well as:

- 4 Court Sports Hall and dance studio
- Internal Changing Facilities
- 2 No Junior sized football pitches (one of which is an all-weather surface)
- 3 Tennis court sized MUGA.

Appearance and Design

- 4.7 The proposed appearance and design of the school is fully illustrated and discussed in greater detail within the submitted plans package and accompanying Design and Access Statement. In summary however, the proposed school is arranged over two buildings; the main three storey teaching block and a sports hall with changing rooms (for use by both the School and the Community). These buildings are developed from the EFA baseline designs and feature a number of efficiency and design enhancements that align with the Avant School ethos and improve orientation, way finding and connectivity within each.
- 4.8 The arrangement of the main teaching block is based around having a central core and perimeter teaching spaces. The central core is occupied by rooms that do not need daylight such as WC's, Stores, and large hall spaces. A central open courtyard has also been introduced into the heart of this core improving the legibility of the building's use and to allow light to penetrate into the centre of the footprint.
- 4.9 The external facade of the building is to be finished in render, whilst the base of the building is to be largely constructed from brick.

Access

- 4.10 Access for staff, 6th form students and visitors is via the principal building entrance on the southern elevation. For the remaining pupils, access to the building is via their external learning environments to the north end of the building. A direct link between the site entrance and the north of the building is provided alongside the western elevation of the teaching block.

5.0 Planning Policy Guidance

- 5.1 Applications for planning permission should be considered against policies contained within the National Planning Policy Framework (NPPF), the London Plan and the Local Development Framework.
- 5.2 The LDF for this area comprises of the Harrow Core Strategy (adopted 2012), the Harrow Development Management Policies Local Plan (adopted 2013) and the Site Allocations Local Plan (adopted 2013). This policy review identifies the key policy themes that are relevant to the application, a more detailed review of all policies can be found within the separate Planning Policy Review at Appendix 1.

General Principles

- 5.3 The NPPF provides a positive framework for decision making. At the core of the Framework is the presumption in favour of sustainable development. The Government believes sustainable development can provide an economic benefit to the country (by contributing to a strong, responsive and competitive economy), social benefits (supporting vibrant and healthy communities) and an environmental role (by protecting and enhancing our natural, built and historic environment).
- 5.4 When determining planning applications, this presumption requires Local Authorities to approve development proposals that accord with the development plan without delay. The NPPF confirms that Local Planning Authorities should look for solutions rather than problems and work proactively with applicants to secure developments that improve the economic, social and environmental conditions of the area.

Education

- 5.5 Para 72 of the NPPF notes 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 authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education. They should:
- give great weight to the need to create, expand or alter schools;
 - work with schools promoters to identify and resolve key planning issues before applications are submitted.
- 5.6 The Policy statement 'Planning for Schools Development', published in 2011, 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. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast majority of children in England. The Government wants to enable new schools to open, good 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. By increasing both the number of school places and the choice of state-funded schools, the Government aim to raise educational standards and so transform children's lives by helping them to reach their full potential.

- 5.7 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. They expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes".

- 5.8 In terms of The London Plan, Policy 3.18 Education Facilities confirms that;

(A) The Mayor will support provision of early years, primary and secondary schools and further and higher education facilities adequate to meet the demands of a growing and changing population and to enable greater educational choice, particularly in parts of London with poor educational performance.

(B) The Mayor strongly supports the establishment of new schools and steps to enable local people and communities to do this.

(C) Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes.

(D) In particular, proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.

(E) Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged.

(F) Development proposals that encourage co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college's offer.

- 5.9 Similarly, Policy DM 46: New Community, Sport and Education Facilities also seeks to promote new community facilities;
- 5.10 A. Proposals for the refurbishment and re-use of existing premises for community, sport and educational facilities will be supported.
- 5.11 B. Proposals for the provision of new community, sport and educational facilities will be supported where:
- a. they are located within the community that they are intended to serve;
 - b. subject to (a) they are safe and located in an area of good public transport accessibility or in town centres; and
 - c. there would be no adverse impact on residential amenity (see Policy DM1) or highway safety.
- 5.12 C. New education and indoor sport development should make provision for community access to the facilities provided.

Open Space

- 5.13 Para 74 of the NPPF states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:
- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
 - the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
 - the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.
- 5.14 In terms of The London Plan, Policy 7.18 Protecting Open Space and Addressing Deficiency confirms that:
- 5.15 (B) The loss of protected open spaces must be resisted unless equivalent or better quality provision is

10

made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate.

5.16 Local policy DM 18 Protection of Open Space also states :

- A. Land identified as open space on the Harrow Policies Map will not be released for development.
- B. The reconfiguration of land identified as open space on the Harrow Policies Map will be supported where:
 - a. the reconfiguration is part of a comprehensive, deliverable scheme;
 - b. there would be no net loss of open space;
 - c. the reconfiguration would achieve enhancements to address identified deficiencies in the capacity, quality and accessibility of open space, and it would secure a viable future for the open space; and
 - d. the reconfiguration would not be detrimental to any environmental function performed by the existing open space.
- C. Proposals for ancillary development on land identified as open space on the Harrow Policies Map will be supported where:
 - a. it is necessary to or would facilitate the proper functioning of the open space;
 - b. it is ancillary to the use(s) of the open space;
 - c. it would be appropriate in scale;
 - d. it would not detract from the open character of the site or surroundings;
 - e. it would not be detrimental to any other function that the open space performs; and
 - f. it would contribute positively to the setting and quality of the open space.
- D. Proposals that would secure the future of existing ancillary buildings on open space will be supported where:
 - a. there would be no loss of necessary capacity for the proper functioning of the open space; and
 - b. there would be no harm to the quality or proper functioning of the open space as a result of the proposal.
- E. Proposals that would be harmful to open space, having regard to the criteria set out in this policy, will be refused.

F. Proposals for the inappropriate change of use of open space will be resisted.

Sports Pitches

5.17 In accordance with the Town and Country (Development Management Procedure) (England) Order 2015 (DMPO) Sport England are statutory consultees for planning applications where development;

- Is likely to prejudice the use, or lead to the loss of use, of land being used as a playing field; or
- Is on land which has been used as a playing field in the 5 years before the submission of the application; or
- Is allocated for use as a playing field in a development plan. Or
- Involves the replacement of the grass surface of a playing pitch on a playing field with artificial, man-made or composite surface.

5.18 Sport England's Policy P1 states that "Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field in an adopted or draft deposit local plan, unless, in the judgement of Sport England, one of the specific circumstances applies.

- E1: A carefully quantified and documented assessment of current and future needs has demonstrated to the satisfaction of Sport England that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport.
- E2: The proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use.
- E3: The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.
- E4: The playing field or playing fields which would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or

12

Planning Committee

Wednesday 17 February 2016

93

Planning Committee

Wednesday 29th June 2016

164

better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of the development.

- ES: The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.

Transport

5.19 Para 32 of the NPPF advises that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- safe and suitable access to the site can be achieved for all people; and
- improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

5.20 Furthermore, Para 36 notes that a key tool to facilitate this will be a Travel Plan. All developments which generate significant amounts of movement should be required to provide a Travel Plan.

5.21 In relation to The London Plan, Policy 6.3: Assessing effects of development on transport capacity, the Mayor recognises that transport plays a fundamental role in addressing the whole range of his spatial planning, environmental, economic and social policy priorities. It is critical to the efficient functioning and quality of life of London and its inhabitants that;

(A) Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.

(B) Where existing transport capacity is insufficient to allow for the travel generated by proposed developments, and no firm plans exist for an increase in capacity to cater for this, Boroughs should ensure that development proposals are phased until it is known these requirements can be met, otherwise they may be refused.

(C) Transport assessments will be required in accordance with TfL's *Transport Assessment Best Practice Guidance* for major planning applications. Workplace and/or residential travel plans should be provided for planning applications exceeding the thresholds and produced in accordance with the relevant TfL guidance. Construction logistics plans and delivery and servicing plans should be secured in line with the London Freight Plan and should be co-ordinated with travel plans.

5.22 Policy 6.13 Parking; advises that The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use. As a result, developments must:

- ensure that 1 in 5 spaces (both active and passive) provide an electrical charging point to encourage the uptake of electric vehicles
- provide parking for disabled people in line with Table 6.2
- meet the minimum cycle parking standards set out in Table 6.3
- provide for the needs of businesses for delivery and servicing.

5.23 Table 6.2 within the London Plan does not outline the number of disabled spaces required for educational facilities, however as per the GLA advice, adequate disabled parking should be provided at convenient locations for easy and safe access by disabled users. Table 6.3 outlines the requirement for Long- Stay cycle parking as 1 space per 8 staff + 1 space per 8 students and the requirement for Short – Stay cycle parking as 1 space per 100 students.

5.24 Policy CS 1- of the Harrow Core Strategy advises that parking for new development will be managed to contribute to the delivery of a modal shift from the private car to more sustainable modes. The Development Management Policies DPD will give local interpretation of London Plan parking standards and detail requirements for sustainable Travel Plans.

5.25 Policy DM 43: Transport Assessments and Travel Plans of the Harrow Development Management Policies DPD identifies that Proposals for major development will be required to submit a Transport Assessment for objective review by the Council. The Transport Assessment should quantify the impacts of the proposal upon public transport, the highway network, the cycle network and upon conditions for pedestrians (See Policy DM2: *Achieving Lifetime Neighbourhoods*).

5.26 Proposals for major development will be required to satisfactorily mitigate the impacts identified in the Transport Assessment and any other issues arising from the Council's assessment of it. Mitigation measures will be required to contribute to the desirability of achieving modal shift away from private car use and should include the preparation and implementation of Travel Plans. Where necessary,

construction logistic plans and delivery and servicing plans should be submitted with an application.

Design

- 5.27 The NPPF advises that Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people.
- 5.28 Planning policies and decisions should aim to ensure that developments:
- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
 - establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
 - optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
 - respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation;
 - create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and
 - are visually attractive as a result of good architecture and appropriate landscaping.
- 5.29 At local level, Policy CS 1 of the Harrow Core Strategy advises that proposals that would harm the character of suburban areas and garden development will be resisted. All development shall respond positively to the local and historic context in terms of design, siting, density and spacing, reinforce the positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design; extensions should respect their host building.
- 5.30 All new development must create and maintain accessible, safe and secure neighbourhoods in accordance with best practice standards. Where appropriate, development should also seek to promote and enhance biodiversity in accordance with the aims of the Harrow Biodiversity Action Plan and best practice.

Within Policy DM 1: Achieving a High Standard of Development of the Harrow Development

15

Management Policies, The Council state that all development and change of use proposals must achieve a high standard of design and layout. Proposals which fail to achieve a high standard of design and layout, or which are detrimental to local character and appearance, will be resisted. The policy also advises that:

- B. The assessment of the design and layout of proposals will have regard to:
- a. the massing, bulk, scale and height of proposed buildings in relation to the location, the surroundings and any impact on neighbouring occupiers;
 - b. the appearance of proposed buildings, including but not limited to architectural inspiration, detailing, roof form, materials and colour, entrances, windows and the discreet accommodation of external services;
 - c. the context provided by neighbouring buildings and the local character and pattern of development;
 - d. the provision of appropriate space around buildings for setting and landscaping, as a resource for occupiers and to secure privacy and amenity;
 - e. the need to retain or enhance existing landscaping, trees, biodiversity or other natural features of merit;
 - f. the functionality of the development including but not limited to the convenience and safety of internal circulation, parking and servicing (without dominating the appearance of the development) and the appearance, capacity, convenience, logistics and potential nuisance of arrangements for waste, recycling and composting; and
 - g. the arrangements for safe, sustainable and inclusive access and movement to and within the site.

Privacy and Amenity Considerations

- C. All development and change of use proposals must achieve a high standard of privacy and amenity. Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of development, will be resisted.
- D. The assessment of privacy and amenity considerations will have regard to:
- a. the prevailing character of privacy and amenity in the area and the need to make effective use of land;
 - b. the overlooking relationship between windows and outdoor spaces;
 - c. the distances between facing windows to habitable rooms and kitchens;
 - d. the relationship between buildings and site boundaries (applying the Council's 45 degree code

- where relevant);
- e. the visual impact of development when viewed from within buildings and outdoor spaces (applying the Council's 45 degree code where relevant);
- f. the adequacy of light and outlook within buildings (habitable rooms and kitchens) and outdoor spaces (applying the Council's 45 degree code where relevant);
- g. the adequacy of the internal layout of buildings in relation to the needs of future occupiers and any impact on neighbouring occupiers;
- h. the impact of proposed use and activity upon noise, including hours of operation, vibration, dust, air quality and light pollution; and
- i. the need to provide a satisfactory quantum and form of amenity space for future occupiers

Energy/Sustainability

- 5.31 Local planning authorities should not refuse planning permission for buildings or infrastructure which promote high levels of sustainability because of concerns about incompatibility with an existing townscape, if those concerns have been mitigated by good design (unless the concern relates to a designated heritage asset and the impact would cause material harm to the asset or its setting which is not outweighed by the proposal's economic, social and environmental benefits).
- 5.32 NPPF Para 96 also notes that in determining planning applications, local planning authorities should expect new development to:
- comply with adopted Local Plan policies on local requirements for decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and
 - take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.
- 5.33 Sustainable and energy efficient design is also a key theme of the London Plan with Policy 5.2: Minimising Carbon Dioxide Emissions advising that carbon dioxide emissions from new development should be reduced by sustainable use of energy in accordance with the Mayor's energy hierarchy.
- Be lean: use less energy
 - Be clean: supply energy efficiently
 - Be green: use renewable energy

- 5.34 The Mayor will work with boroughs and developers to ensure that major developments meet the following targets for carbon dioxide emissions reduction in buildings. These targets are expressed as minimum improvements over the Target Emission Rate (TER) outlined in the national Building Regulations leading to zero carbon residential buildings from 2016 and zero carbon non-domestic buildings from 2019.

Non-domestic buildings:

Year	Improvement on 2010 Building Regulations
2010 – 2013	25 per cent
2013 – 2016	40 per cent

- 5.35 Major development proposals should include a detailed energy assessment to demonstrate how the targets for carbon dioxide emissions reduction outlined above are to be met within the framework of the energy hierarchy.
- 5.36 The highest standards of sustainable design and construction are also sought in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.3 Sustainable Design and Construction requires that development proposals should demonstrate that sustainable design standards are integral to the proposal, including its construction and operation, and ensure that they are considered at the beginning of the design process. Major development proposals should also meet the minimum standards outlined in the Mayor's supplementary planning guidance and this should be clearly demonstrated within a design and access statement. The standards include measures to achieve other policies in this Plan and the following sustainable design principles:
- minimising carbon dioxide emissions across the site, including the building and services (such as heating and cooling systems)
 - avoiding internal overheating contributing to the urban heat island effect
 - efficient use of natural resources (including water), including making the most of natural systems both within and around buildings
 - minimising pollution (including noise, air and urban runoff)
 - minimising the generation of waste and maximising reuse or recycling
 - avoiding impacts from natural hazards (including flooding)
 - ensuring developments are comfortable and secure for users, including avoiding the creation of adverse local climatic conditions

- securing sustainable procurement of materials, using local supplies where feasible,
- and promoting and protecting biodiversity and green infrastructure.

5.37 Policy 5.7 Renewable Energy also advises that the Mayor seeks to increase the proportion of energy generated from renewable sources, and expects that the projections for installed renewable energy capacity outlined in the Climate Change Mitigation and Energy Strategy will be achieved in London. Within the framework of the energy hierarchy (see Policy 5.2), major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible.

Site Allocations Plan 2013

5.38 The Site Allocations Local Plan adopted in 2013 allocates sites, and identifies other planning designations outside of the Harrow and Wealdstone Intensification Area. The relevant policies are:

Site Mos6: Whitchurch Playing Fields, Wemborough Road, Belmont.

5.39 The site has been identified as Mos6, an open space that serves as an important recreational destination, suitable for community outdoor sports use. Development will be restricted to the minimum necessary to support outdoor sports use, and must not prejudice the role of this site as a flood storage area.

Site BD38: Edgware Brook at Whitchurch School -New Site of Local Importance

5.40 The Borough contains a number of sites that have been recognised by Greenspace Information for Greater London, as Sites of Importance for Nature Conservation (SINCs). A section of the playing fields has been identified as BD38, a new local Site of Importance for Nature Conservation.

6.0 Pre –Application Discussions & Public Consultations

- 6.1 The following chapter outlines the pre-application discussions that have been undertaken during the evolution of the development proposals.

London Borough of Harrow

- 6.2 In early 2014, planning officers were presented with the initial scheme ('control option REV A') for the Avanti School at the Whitchurch Site; whilst they agreed the need for additional education facilities, they had concerns over a range of issues relating to, community use, highways capacity, flooding, as well as the loss of open space.

Subsequent meetings have been held over the last 18 months with Harrow to address these issues which has lead to the current application proposals, as highlighted within the Design and Access Statement.

Sport England

- 6.3 Various meetings have been held with Sport England and local sports clubs throughout the past 12 months. At the initial meeting Sport England set out concerns regarding loss of playing fields. We have subsequently liaised with them and local sports clubs regarding the issues of community access, enhancement of the retained sports fields and opportunities for providing compensatory Sports facilities on the site i.e. bringing back into use the areas south of the brook to create three new pitches.

- 6.4 The latest submission pack which highlights these positive changes to the scheme was sent to Sport England to review on the 1st October 2015, however we have yet to receive their reply regarding the scheme at the time of submission.

Greater London Authority

- 6.5 A formal pre-application meeting was held on the 19th March 2015 at City Hall with various representatives from the Greater London Authority and Transport for London.

- 6.6 A formal response from the GLA was received on 2nd April 2015. The general theme of the response was positive, concern was raised in relation to the loss of playing fields, community use, biodiversity,

20

flood management, design, sustainable development and transport. All of these issues highlighted are explored within the documents accompanying this application and summarised within the planning assessment.

- 6.7 Additional information was submitted to the GLA on the 1st of May 2015 with a further meeting taking place on the 30th of June 2015.
- 6.8 The written response(Appendix 2) following this meeting was generally supportive of the proposal and stated: *'the layout principles underpinning the scheme are broadly supported and the applicant has sought to balance the need to maintain the open quality of the wider site against necessary flood risk mitigation and other site constraints.'*
- 6.9 It is welcomed that the sports block, the 3G synthetic pitch and the natural playing fields to the west of the site are to be used by the community out-of-school-hours. The proposals for separate community changing facilities are also welcomed.'

Public Consultations

- 6.10 A public consultation event was held over two days in March 2015 to enable local residents to have the opportunity to view the plans at an early stage and to engage with the development of the design proposals. At each consultation event, consultees' feedback was recorded, with the aim of demonstrating how their feedback was used to influence the proposals at subsequent events. These are discussed in more detail within the Statement of Community Involvement.

7.0 Planning Assessment

- 7.1 This section assesses the proposal against all relevant local and strategic planning policy, in addition to The National Planning Policy Framework.

Principle of Development

- 7.2 In considering the principle of development in this case, there are a number of issues that need to be addressed in reaching a balanced judgement.

Need for School Places

- 7.3 Planning Policy at all levels seeks to provide for enhanced education facilities whether this be via replacement or new educational facilities to meet the needs of the expanding population. The policy statement- planning for schools development published by the Department for Communities and Local Government; August 2011 (Appendix 3) advises that:

"The Government believes that the planning system should operate in a positive manner when dealing with proposals for the creation, expansion and alteration of state-funded schools, and that the following principles should apply with immediate effect:

- There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.

- Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions. The Secretary of State will attach significant weight to the need to establish and develop state-funded schools when determining applications and appeals that come before him for decision.

- Local authorities should make full use of their planning powers to support state-funded schools applications. This should include engaging in pre-application discussions with promoters to foster a collaborative approach to applications and, where necessary, the use of planning obligations to help to mitigate adverse impacts and help deliver development that has a positive impact on the community."

- 7.4 The pressure for new schools is particularly acute in Harrow. As is confirmed in the cabinet paper from

July 2015 prepared by Harrow Council's Head of Community Services and included in the statement from the EFA at Appendix (4). It will be noted that development of the proposed Avanti School is seen as a key element in addressing the Borough's educational requirement between now and 2020.

- 7.5 Avanti House School is already an established part of the local education offer and has developed in importance over the years despite the Avanti House Secondary School lacking a permanent home. The school is currently housed in the building acquired for Pinner High School.
- 7.6 Prior to arriving at the Whitchurch Playing Fields Site, a number of alternative sites were considered as a permanent home for the Avanti House School. As explored within the accompanying Sequential Test (Appendix 5), the London Borough of Harrow contains very few sites of the size required to accommodate the proposed School (8.7 ha). This site search identifies all of the known sites within the site search area that were at some point available during the four year period over which the site search was conducted. In addition, the site search exercise has considered potential sites capable of accommodating the minimum size of size required to accommodate a Secondary School of the scale proposed (1.3ha).
- 7.7 The Sequential Test identified Whitchurch Playing Fields as the only suitable location for Avanti School, when considering availability, size and location. This is a situation which both the GLA and Harrow Council at officer level have agreed.
- 7.8 As noted in section 5, the provision of new community infrastructure including schools is supported by the NPPF, London Plan (2015) Policy 3.18; Harrow Core Strategy Policy CS 1 and Harrow Development Management Policy DM 46.

Open Space Policy

- 7.9 Whitchurch Playing Fields is designated open space as identified within the Harrow Site Allocations Plan. Commentary within the Plan states that development will be restricted to the minimum necessary to support outdoor sports use, and must not prejudice the role of this site as a flood storage area. Policy DM 18 within the Harrow Development Management Policies (2013) also states that land identified as open space on the Harrow Policies Map will not be released for development, but also makes clear that proposals for ancillary development on such land will be supported subject to certain criteria.
- 7.10 As identified with the Design and Access Statement the proposal has been developed to minimise the effect on open space, with the built form compressed onto the north eastern side of the fields only

occupying 14% of the site. The bulk of the designated open space will still be in use as playing fields and as discussed later will be enhanced in terms of its potential for formal recreation use. However, it is accepted that some open space will be lost as a result of the proposed development and it is acknowledged that open space protection policies carry significant weight.

Community and Sports facilities

- 7.11 In addition to this site being designated open space, it also comprises an area of formal playing fields. Initial enquiries with Harrow Council Leisure services indicated that the site was only subject to limited use for formal sports activity. However, following further discussions with Sport England, the Middlesex FA and ECB and local clubs, notably St Joseph's FC, it emerged that the site is used regularly during the football season at weekends and during daylight evenings and less frequently during the summer for Cricket.
- 7.12 It also emerged however that the site was historically used more extensively and following the loss of the on site pavilion in 2004, a number of local clubs no longer seek to use the site. There have also been comments regarding the reduced management/maintenance of the site and the loss without subsequent reinstatement of play pitches to the south of the Edgware Brook as a result of the flood alleviation works to the Edgware Brook.
- 7.13 The applicants are aware that both Sport England policy and para 74 of the NPPF oppose the quantitative loss of playing fields and whilst clearly the development of a school on the site would involve some loss of playing fields, we have sought to minimise the land take from playing fields both via promoting a compact school layout, including the construction of a three storey main teaching block, but also via an element of compensatory provision via the reinstatement of sports pitches to the south of Edgware Brook as shown on the application drawings.
- 7.14 As part of the proposal, the applicant also seeks to enhance the maintenance of the pitches to improve sward characteristics and improve the natural infiltration rates of the indigenous soils. This operation involves a concentrated maintenance regime which focuses on strengthening the current sward, improving infiltration rates through aeration procedure and improving the upper soil profile and turf surface through sand topdressing.
- 7.15 Nonetheless, the net area of playing pitches lost to the development would be some 0.42ha. However, the above 'loss' figure includes the Sports Hall a facility which is itself capable of being viewed as an 'exception' under Sport England Policy criteria E5. If the Sports hall is included as a retained or compensatory element, the net loss is only some 0.28ha.

- 7.16 The Sports Hall in this case, along with the new and retained sports pitches will be available for community use as part of a wider Community Use Agreement which will be drawn up in conjunction with Harrow Council and will also include changing rooms for sports teams utilising the site, a facility not currently available at the site. Current sports provision on the site is also largely dominated by football whereas the proposed facilities offer the potential for a wider range of sports on the MUGA's and all weather pitch including tennis and netball. In response to resident concerns however, no floodlighting is proposed.
- 7.17 Whilst we therefore acknowledge that there would still be a quantitative loss in playing pitches of some 0.28 ha, this represents only a 2.6% reduction on the area of playing pitches currently available and needs to be viewed alongside the qualitative improvements. Indeed, given the inclusion of the all-weather pitch, which offers the potential for more intensive usage than the natural turf pitches, there is arguably no actual loss in the sports potential of the site. To further ensure the local community, nearby schools and sports clubs have use of the proposed sports provision, a Community Use Agreement is proposed for the future usage of the site should consent for the development be secured.
- 7.18 This aligns with the objectives of the NPPF, London Plan (2015) Policy 3.19, Harrow Core Strategy Policy CS 1 and Harrow Development Management Policies DM 2, DM 46, DM 47 and DM 48.
- 7.19 To conclude on the principle of use issue therefore, it is acknowledged that conflicts exist between differing policy objectives. On the one hand, the development would involve the loss of some designated open space and playing fields in an area with a shortage of such facilities. This would be in conflict with national and local policy. On the other hand, there is an equally acknowledged need for additional school places within Harrow and the provision of additional education capacity is itself an objective which has equal if not greater policy support at all levels. Furthermore, as acknowledged by both the GLA and at officer level at Harrow, following an extensive sequential site search, it has been accepted that no alternative sites are available within the catchment of the Avant School which could accommodate a permanent home for the school.
- 7.20 The applicants have sought to minimise the loss of open space/playing fields both by an approach to layout and design which seeks to minimise the land take for the school buildings and associated space but also by proposing the reinstatement as playing fields of part of the site which was lost to playing field use following the flood alleviation works to the Edgware Brook. In addition, the proposed development will introduce a number of qualitative benefits in terms of formal recreation including the provision of changing room facilities which the site presently lacks, more active maintenance of the playing fields themselves, which the sporting users have noted has declined in recent years and the introduction of new sports facilities via the MUGA's, all-weather pitch and sports hall. Given its nature the all-weather pitch also offers the ability for more intensive use. The bulk of the site will also continue

to be made available for wider community use to be covered by a Community Use Agreement between the applicants and Harrow Council.

Given the need for school facilities, the absence of alternative sites and the qualitative improvements in terms of sports provision that the scheme would bring forward, we conclude that the balanced assessment in this case falls strongly in favour of the proposed development.

Design

- 7.21 The proposed appearance and design of the school is fully illustrated and discussed in greater detail within the submitted plans package and accompanying Design and Access Statement. In summary however, the proposed school is arranged over two buildings; the main three storey teaching block and a sports hall with changing rooms (for use by both the School and the Community). These buildings are developed from the EFA baseline designs and feature a number of efficiency and design enhancements that align with the School ethos and improve orientation, way finding and connectivity within each.
- 7.22 The arrangement of the main teaching block is based around having a central core and perimeter teaching spaces. The central core is occupied by rooms that do not need daylight such as WC's, Stores, and large hall spaces. A central open courtyard has also been introduced into the heart of this core improving the legibility of the building's use and to allow light to penetrate into the centre of the footprint.
- 7.23 The external facade of the building is to be finished in render, whilst the base of the building is to be faced in brick.

Residential Amenity

- 7.24 The siting and massing arrangement of the proposal was determined by the aspirations to minimise the impact on neighbouring properties and open space. The very efficient plan ensures that the building remains three storeys and the compact footprint maintains the appropriate distances from the neighbouring boundaries and the properties themselves as shown in detail within the Design and Access Statement.
- 7.25 A BRE Assessment has been undertaken by ARUP which demonstrates that the new development is sufficiently far from the existing adjacent residential properties that it is unlikely to affect the skylight and sunlight enjoyed by the neighbouring properties.

- 7.26 A shadow study was also undertaken to assess the potential shadowing of adjacent gardens and amenity areas. This study demonstrated that, on the 21st of March, all adjacent residential gardens will receive at least 2 hours of sunlight for at least 50% of the area. In the majority of cases the new development will have no shadowing impact on the adjacent gardens, with shadowing limited to the gardens of properties at the south end of Green Verges from approximately 17:00 until sunset.
- 7.27 The report concludes that the significance of the effect of the proposed development on sunlight and daylight availability is therefore negligible, for all of the adjacent properties.
- 7.28 Whilst the design and access statement highlights that the development comfortably exceeds the minimum spacing standards in Harrow's design guidance and that the potential for overlooking is not significant, the design has been amended to provide for all windows on the upper floors in the eastern elevation of the teaching block to be high level windows. If required, these windows could also be treated with a film treatment that would allow for light ingress to the rooms but would prevent views out.
- 7.29 We of course recognise that the present open outlook from the rear of the residential properties will inevitably change. However, it is an established principle of planning that there is no right to a view and as highlighted above and in the Design and Access Statement, the scheme has been designed to have minimal impact on the amenity of local residents and comply with adopted policy and design standards.

Layout and Landscape

- 7.30 The proposed layout and arrangement has been determined by a number of constraints and site requirements:
- The need to minimise its footprint to help maximise the area of land for sport and open space
 - Impact on neighbours
 - The position of the entrance from the existing roundabout,
 - The requirement to minimise the impact on mature trees.
 - The provision for community parking for out-of-hours use of the Sports Hall
 - To respond to the Flood Risk Assessment
- 7.31 In response to these constraints the site is divided into two parts on an East-West arrangement by a group of existing trees. The Western and larger section of the site is being retained solely for the purpose of sports fields for use by both the community and the school. The pitches and athletics track

to the north of the Brook are to be retained and refreshed with new white line marking. In addition to this, it is proposed to bring the area to the South of the Brook back into use as sports fields with the ground upgraded to accommodate three new mini turf pitches. Further proposed works in this area are limited to a low level linear flood prevention bund, a swale connecting the surface water proposals to the Edgware Brook and native planting to improve biodiversity in the South-east of the site.

- 7.32 The focus of the school development is proposed to the eastern side of the site. The landscape proposals in this area include secure school external learning areas, all weather pitch facilities and the arrival space and car park for use by the school and local community.
- 7.33 The proposal creates a clear site layout with regards to site access, circulation and use whilst retaining the maximum area of sports fields. Proposed hard landscaping has been kept to a minimum and forms less than 10% of the overall site.
- 7.34 Much of the existing green infrastructure of boundary trees, hedges and the woodland tree group are retained to provide a mature green framework to the new development. This provides the extra benefit of established habitat study areas. Further habitat enhancement will be undertaken immediately around the new development and to the South of the site, at the Eastern end of the Edgware Brook. Selective felling of a limited number of existing trees, some of which are protected with Tree Preservation Orders, will be necessary to facilitate the proposals, in particular the creation of site access. The proposals also allows for the removal of three category U trees. Additional, replacement tree planting is proposed in the vicinity of these areas as part of the landscape proposals with a net increase in trees proposed.

Access

- 7.35 Access for staff, 6th form students and visitors is via the principal building entrance on the southern elevation. For the remaining pupils access to the building is via their external learning environments to the rear of the building. A direct link between the site entrance and the north of the building is provided alongside the western elevation of the teaching block.

Inclusive Design

- 7.36 Inclusiveness has been incorporated into all elements of the proposed school; the design has been developed to provide level access from the existing school to the new-build extension area. New areas will be designed to meet the latest Building Regulations - Part 'M', the Equality Act 2010 & BS 8300 therefore the following has been provided:

- Main entrances to provide a minimum of 1000mm clear opening at the doorway via a level threshold and graded approach shallower than 1 in 20 to avoid the need for handrails.
- All appropriate new doors wheelchair accessible.
- Dimensions of new spaces to include minimum manoeuvrability requirements for wheelchair users.
- Doors to have a door closer of a type that requires a maximum opening force of 30N at the leading edge.
- Doors to have vision panels which provide visibility from 500mm to 1500mm above the floor levels and including operating furniture that is easily reached and which provides a secure grip.
- New signage planned and designed to current best practice with reference to the Sign Design Guide (2000) and DRC (2004) 'Good Signs'.
- Lighting and colour and finishes schemes that follow 'best practice' with particular reference to the needs to those with visual impairment.
- Colour contrast in new areas to be 30 LRV point difference between the new key elements where appropriate, i.e. floors, doors, walls and handrails.
- Part P - Electrical Safety
- The car parking will incorporate designated accessible parking spaces, will be properly lit, and have appropriate markings. All disabled bays across the scheme will be located in front of the main building entrances.

Security

- 7.37 All schools need to provide a safe and secure environment for pupils and staff. Safety and security are paramount in assuring pupils the highest standard of education. New boundary fencing has been proposed to the majority of the perimeter of the site. The eastern school site is to be fully enclosed with 2.4m high fencing creating a secure and private educational environment. 2.4m high timber closed boarded fencing is proposed along the boundaries with the residential and playground uses to provide privacy and avoid unwanted interaction. The 2.4m high timber close board fence also extends the secure line eastwards between the teaching block and the perimeter. This doubles to screen views of the service area, car park and secures the bin store (located to the east of the new school building) from the external learning environment. 2.4m high weldmesh fencing is proposed to form the remaining secure school boundary in combination with the school building elevations, to divide the 'private' from the 'public' and supervised zones.
- 7.38 To the South and West, the site boundaries adjacent to the public car park, along Abercorn Road as far as the brook and along the northern side of the brook, linking back to the car park are proposed to be upgraded with new 1.8m high weld mesh fencing. The triangular area to the South of the brook is to retain the current boundary treatment with repairs made where necessary.

7.39 In addition to the main boundary fencing, the following is also proposed:

- 3m high ball stop rebound weldmesh fencing to enclose both the MUGA and synthetic pitch, preventing balls from hitting the closed board fence to the boundary with residents.
- 1.2m high timber picket fencing to define the area of the horticultural gardens within the secure learning zone.
- 1.2m high vertical bar fencing to surround the attenuation pond and provide a secure line to the science gardens and habitat area of the Lime Avenue leading east to Marsh Lane.

7.40 In terms of design therefore, the current proposals accord with all relevant design guidance including The London Plan (2015) Policies 6.9, 6.10, 6.13, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 Harrow Core Strategy Policy CS 1 and Harrow Development Management Policies DM 1, DM 2, DM 12 and DM 18.

Transport

7.41 A Transport Assessment and Travel Plan have been prepared by Milestone. This follows pre-application discussions with Harrow, the GLA and TfL.

Vehicular Access

7.42 The proposal seeks to utilise the existing priority junction arrangement and shared access with the adjoining Whitchurch First and Second School from Wemborough Road for deliveries / servicing and staff access only. It is understood that any modifications required to the access way to facilitate the movement of larger vehicles to and from the school, will be subject to agreement with Harrow Council Highways, Planners and Corporate Estates departments.

7.43 Through the public consultation process it has been noted that there has been support for the concept of a vehicular access way from Marsh Lane, creating a route through to Wemborough Road. For the reasons outlined within the Transport Assessment, Harrow Council Highways would not support any form of access to the school from Marsh Lane.

Pedestrian Access

7.44 Site access is controlled via one point of entry, providing a link from Wemborough Road through a public car park and adjacent to the existing Whitchurch First and Second school.

- 7.45 Footpaths extend from the pedestrian routes in the adjacent public car park, providing entry to the left hand side of the vehicular access point. Immediately within the site, an open area provides a pedestrian stopping point at this key junction. Seating cubes, tree planting and drop down bollards will prevent all but mini buses, maintenance and emergency vehicles from accessing this area. The vehicle access alongside this arrival space ramps up to a shared surface, slowing vehicles and creating priority for pedestrians.

Pedestrian Infrastructure

- 7.46 In respect of the impact of the development on local pedestrian infrastructure, the footways on Wemborough Road are generally provided to a c. 2.6m width and will support all pedestrian activity entering and exiting the site.
- 7.47 As stated within the Transport Assessment, on the basis of on-site observation and even taking into account pedestrian activity associated with the Stanburn Primary School on Abercorn Road, it is conclusive that the Wemborough Road footways would operate within capacity under future conditions.

Car parking

- 7.48 It should be noted that there is no prescriptive car parking standard within the London Plan (2015) or Harrow Council's Development Management Policies document in respect of education-based land uses. It is, however, proposed to provide a total of 69 parking spaces (including 5% disabled provision and 10% of spaces with Electric Vehicle charging facilities) at the proposed School.
- 7.49 It is considered that 69 parking spaces proposed will provide sufficient parking for staff, visitors and for activities outside of school hours. The level of parking is considered a balance, such that it does not represent an over-supply of parking that would encourage staff to travel to school by car.

Cycle Parking

- 7.50 Specific guidance in respect of cycle parking is provided in the adopted London Plan Further Alterations (March 2015) document. It is therefore proposed to provide 1 long-term cycle parking space per 8 students / staff plus an additional short stay space per 100 students. In this regard, at full capacity, the school will need to provide covered long-stay cycle parking for c.173 cycles and 12 additional short stay spaces.

Trip Generation

- 7.51 Vehicle Trip rates have been agreed with Harrow Council (Highways) and the GLA. A trip generation profile has been generated and adapted to take account of the privately run school bus service. The modal split derived from TRICS is considered to be representative of the likely travel patterns of students and particularly the proportion of pedestrians, given that c. 25% of Avanti School pupils currently live within walking distance of the proposed site and this would be expected to increase when the school relocates.
- 7.52 As shown within the TA the proposed uses on site have the potential to generate between 976 and 1086 total person trips during the weekday AM and PM peak periods. Of these some 95-212 are car borne trips, equating to a modal share of some 9-22%. Of the remainder of these trips, the number of public transport users equates to around 30-42%, cyclists 1% and pedestrians between 32-35%.

Mitigation Measures

- 7.53 In addition to the implementation of the Travel Plan, further measures will be required to mitigate the impact of the school proposal. Principally, this will involve the effective management of school set-down / pick-up periods, particularly in the context of the neighbouring Whitchurch First and Junior Schools expansion.
- 7.54 The staggering of school-based trips as shown in Table 1 will in particular minimise the impact of school related vehicle trips on local junctions during peak hour periods, and will also spread demand for set-down / pickup. School staff propose to operate a traffic marshalling strategy within the car park to the south of the school. The strategy will see staff directing and managing traffic entering, circulating and exiting the car park, ensuring efficient set-down/pick-up and free flow of traffic.

Table 1 Proposed School Start and Finish Times

Time	Activity	No. Pupil Arrivals / Departures
Morning		
07:00-08:00	Breakfast Club	60
07:45	Key Stage 4 Registration	320
08:15	Key Stage 3 Registration	520
09:45	Key Stage 5 Registration	340
Evening		
15:45	Official KS3 & KS4 end of day	400
16:45	KS3/KS4 After School Clubs end	500
17:30	Official KS5 end of day	360

Junction Improvements

7.55 It is noted from Pre-Application comments provided by the GLA that the bus stops on Whitchurch Lane require students to cross the Marsh Lane / Whitchurch Lane (B461) / Honeypot Lane (A4140) / Wemborough Road signalised crossroads. In particular, to reach the eastbound bus routes 79/340 which stop on the northern side of Whitchurch Lane only, the most direct access to the school is gained by crossing the uncontrolled Marsh Lane arm of the signal junction.

7.56 As part of the application, it is proposed that the following improvements at the junction, be undertaken within the existing public highway:

- Provide controlled staggered pelican crossing over Marsh Lane arm to be integrated into existing junction staging;
- Carriageway widening on Honeypot Lane approach arm to create dedicated 'Left Turn' lane, ahead lane, and ahead / right lane improving efficiency of traffic movements from this arm;
- Increased exit lane width and taper on Marsh Lane to accord with Design Manual for Roads and Bridges guidelines reducing risk of vehicle collisions for simultaneous ahead movements from Honeypot Lane;
- Adjustments to kerbline from Honeypot Lane entry lane to Wemborough Road providing shallower radius improving manoeuvres for large vehicles.

- Widening of Wemborough Road approach lanes allowing large vehicles to queue simultaneously in each lane;
- Adjustments to kerblines from Marsh Lane entry lane to Whitchurch Lane providing shallower radius improving manoeuvres for large vehicles.

7.57 It is considered that the above measures would aid pedestrian safety for the wider community at the junction, by offering a controlled crossing facility over the northern Marsh Lane arm, in particular connecting the Whitchurch, Stanmore and Avanti schools pupils with bus stops on the northern side of Whitchurch Lane.

7.58 Data within the Transport Assessment also suggests that the scheme proposed could mitigate the impact of school related traffic, whilst delivering the wider benefit of the controlled pedestrian crossing, improved junction manoeuvrability for larger vehicles and a vehicle safety benefit in the increased exit width and taper on Marsh Lane.

7.59 These junction mitigation scheme proposals and capacity modelling have been agreed in principle by Harrow Council Highways.

7.60 On the basis of the findings within this Transport Assessment and the proposed junction improvements, the proposal is in full compliance with the NPPF, London Plan Policy 6.3, 6.9, 6.10 and 6.13, Harrow Core Strategy Policy CS 1 and Harrow Development Management Policies DM 42, DM 43 and DM 44.

7.61 We would add that the proposed junction improvements at the Marsh Lane / Whitchurch Lane (B461) / Honey Pot Lane (A4140) / Wemborough Road junction will not only mitigate for the school development but will also address what Harrow Council Highways perceive to be pre-existing limitations of this junction in terms of capacity and pedestrian crossing facilities. As such this would be a further, wider planning benefit of the proposed development, (in addition to addressing the identified need for additional school places and providing enhanced sports facilities), which should be added to the planning balance judgement in respect of any quantitative loss of open space and playing fields.

Sustainability

7.49 The proposal has been designed to be in line with the London Plan Energy Hierarchy with a focus on a fabric-first energy strategy. The fabric first energy strategy is demonstrated within the Energy Statement prepared by Couch Perry Wilkes and has ensured that the construction budget has been invested in reducing the energy consumption for the building, rather than focussing on renewable

34

energy technologies. This ensures that the building is inherently energy efficient and is robust to increases in energy costs in the future. The fabric first design philosophy adopted helps to achieve a reduction of CO₂ emissions in excess of 12.8% as measured by the initial Part L assessment. This, together with 220m² of PV provides a 20% reduction, with PV's providing a further 7.2% reduction beyond the "Be Lean" measures. The project avoids the need for active cooling systems favouring passive design solutions as described within section 2 of this report that meet the overheating requirements of TMS2. By avoiding active cooling systems the projects anticipated CO₂ emissions are reduced by a further 11.6% compared with what would be emitted from traditional educational buildings with active cooling.

- 7.50 The project includes daylight dimming beyond what is measured within the Part L model where rows of fittings include a photocell to give better control and provide greater energy savings. The further reduction in CO₂ emissions from this approach is estimated at 1.84%. The domestic hot water consumption for the project is reduced in a number of ways including water efficient showers and flow restrictors on wash hand basin taps; this reduction in hot water demand further reduces the projects CO₂ emissions by 6.7%. Therefore the proposed design features reduce the overall CO₂ emissions by approximately 40.14% when compared with the notional building from the Part L calculation.
- 7.51 Given these findings, it is clear that the proposal exceeds the objectives of the NPPF, London Plan (2015) Policy 5.2, 5.3, 5.7, 5.9, Harrow Core Strategy Policy CS 1 and Harrow Development Management Policies DM 12 and DM 14.

Biodiversity

- 7.52 The proposal will not adversely affect the Sites of Local Importance for Nature Conservation within the boundary line of the site. A Biodiversity Management Plan (prepared by Ecus) states the current habitats on site include scattered trees, amenity grassland, scrub, running water, hedgerow and broadleaved woodland.
- 7.53 Minimum mitigation is required given the limited impacts of the proposed development and the retention of features with greater value, namely the majority of scattered semi-mature and mature trees including those within Edgware Brook at Whitchurch School SLINC. The key existing features of ecological value will be retained, protected and enhanced, where practicable, and additional enhancements for the site will be incorporated within the scheme.
- 7.54 This will be achieved through the retention of existing trees, replacement tree planting and native/wildlife attracting soft landscaping. The landscaping scheme will utilise native species of UK

provenance, where practicable, and flowering and fruiting species that will provide a benefit to birds and small mammals. Features likely to be of particular value to specific local wildlife species include log piles, stag beetle logeries, bat and bird boxes, which will be incorporated into the design.

- 7.55 The proposed pond will be designed to increase the site's biodiversity, benefitting invertebrates and amphibians. It will house a permanent area of standing water, with shelved sides down to a filled depth of approximately 1m. The shelved sides will provide various ecological niches for different floral and faunal species. The pond will be suitably lined to hold water. Native aquatic and marginal planting will be added to further enhance the pond for wildlife.

- 7.56 Whilst the green linear features on site will be largely retained, a sensitive lighting plan will be produced to avoid unnecessary light spill from the development, particularly with respect to the adjacent SLINC habitats. This measure will minimise disturbance and preserve the functionality of these valuable habitat features for bats and birds. Furthermore, the SLINC habitats will be enhanced by the creation of a buffer zone which will be subject to relaxed management to encourage a taller grassland sward to develop.

The robust biodiversity management plan and mitigation measures proposed clearly align with the objectives of the NPPF, London Plan (2015) Policy 7.19 and Harrow Development Management Policy DM 20.

Flood Risk and Drainage Strategy

- 7.57 As stated within the Flood Risk Assessment prepared by Curtins, the western area of the site, which is proposed to remain as playing fields, has a high risk of fluvial and surface water flooding. All other sources of flooding are considered to be low risk. The eastern area of the site, where the proposed school buildings, sports hall and car park will be located has a low risk of flooding from all sources.
- 7.58 It is therefore concluded that the development can be undertaken in a sustainable manner without increasing the flood risk either to the proposed development or to existing properties/systems within the downstream catchment.
- 7.59 All surface water from the proposed development will be discharged via an open channel/swale to the existing Edgware Brook at the pre-development runoff rate, subject to soakaway testing to BRE 365 or geotechnical recommendations noting that infiltration is not viable.

- 7.60 Therefore, the proposal addresses the requirements of the NPPF and London Plan Policy 5.13, Harrow Core Strategy Policy CS 1 and Harrow Development Management Policies DM 9 and DM 10.

Noise

- 7.61 An Environmental Noise Assessment has been carried out in relation to the proposed development by Environoise. In order to meet local and national requirements for noise, the report recommends services plant noise limits, the combination of the proposed façade strategy and the setting of maximum allowable music levels (through the use of noise limiters).
- 7.62 In terms of the car park noise, the proposed car park layout, vehicle noise at the most exposed residential dwellings, those closest to Marsh Lane, will result in a low level of impact in accordance with BS4142:2014 without further mitigation measures required.
- 7.63 The Environmental Noise Assessment where needed, offers mitigation measures to meet the requirements of the NPPF, London Plan Policy 5.3, 7.15 and Harrow Development Management Policies DM 1 and DM 12.

8.0 Conclusion

- 8.1 The proposed development seeks to develop a new school facility for 1260 pupils aged between 11 and 18. The school will provide an entirely new build secondary school, including sixth form provision. The Whitchurch Lane site has been identified as the only appropriate site for the new school following an extensive site search.
- 8.2 The development will help address the need for additional educational facilities within Harrow and the specific demand for places at the Avanti School reflecting its educational achievements. Whilst the conflict with planning policies which seek to resist the loss of open space and sports pitches are acknowledged, this issue should be balanced against the benefits of the development in terms of educational provision, the qualitative enhancements to sports provision and new junction works being facilitated by this development.
- 8.3 Pre-application discussions have been undertaken with all the relevant consultees and as the foregoing analysis has demonstrated, the proposal meets and complies with the majority of local and strategic planning policy, in addition to The London Plan and The National Planning Policy Framework and therefore should be permitted.

Appendix B: Summary of Applicant's Sequential Assessment (June 2015)

The following information is taken from the applicant's Sequential Assessment document submitted with the application. The reasons for rejection in Table 2 represent a brief summary of the more detailed explanations given in the submission document.

Table 1: Site Search Criteria

Criteria	Requirement
Search Area	London Boroughs of Barnet & Harrow
Building Site Area	9,590m ²
Outdoor Space Provision	57,600m ² (3,750m ² min)
Optimum Overall Site Area Requirement	87,830m ² (13,340m ² min)
Topography	Flat or Sloping
Availability	To facilitate occupation at the earliest opportunity
Affordability	Value for money must be assured using public funds

Table 2: Sites Reviewed in Detail

No.	Site	Summary of Reasons for Rejection
1	Kodak & Zoom Leisure, Harrow View/Headstone Drive, Wealdstone (<i>H&W AAP Site 2</i>)	Unavailable (being brought forward by another developer). Plot allocated for school use within site too small.
2	Teachers' Centre, Tudor Road, Wealdstone (<i>H&W AAP Site 3</i>)	Unavailable (being brought forward by Council for expansion of existing Whitefriars School). Plot allocated for school use within site too small.
3	ColArt, High Road/Whitefriars Avenue, Wealdstone (<i>H&W AAP Site 4</i>)	Unavailable (being brought forward by another developer). Plot allocated for educational use within site too small.
4	Wealdstone Infill Sites, various locations in and around Wealdstone district centre (<i>H&W AAP Site 5</i>)	Sites too small.
5	Palmerston Road/George Gange Way, various locations in and around Wealdstone district centre (<i>H&W AAP Site 6</i>)	Sites too small
6	Headstone Manor, Pinner View, Wealdstone (<i>H&W AAP Site 1</i>)	Unavailable (being brought forward by Council for museum improvements with heritage lottery funding). Plot allocated for educational use within site too small.
7	Harrow Leisure Centre, Christchurch Avenue, Wealdstone (<i>H&W AAP Site 7</i>)	Use for school development would conflict with allocation purposes. Open space publicly accessible (so not suitable for school use).
8	Civic Amenity Site and Council Depot, Forward Drive, Wealdstone	Use for school development would conflict with allocation purposes.

Planning Committee

Wednesday 17 February 2016

	(H&W AAP Site 8)	
9	Civic Centre Site, Station Road, Wealdstone (H&W AAP Site 9)	Not available and existing uses require relocation.
10	High Road Opportunity Area, Station Road, Harrow (H&W AAP Site 10)	Buildings too small.
11	Tesco, Station Road, Harrow (H&W AAP Site 11)	Not available.
12	North Car Park, Greenhill Way, Harrow (H&W AAP Site 12)	Site too small.
13	Main "Debenhams" Car Park, Greenhill Way, Harrow (H&W AAP Site 13)	Not available and site too small.
14	Bradstowe House, Junction Road, Harrow (H&W AAP Site 14)	Already redeveloped.
15	College Road West, Harrow (H&W AAP Site 15)	Site too small.
16	Havelock Place, Harrow (H&W AAP Site 16)	Site too small.
17	51 College Road, Harrow (H&W AAP Site 17)	Site too small.
18	Harrow-on-the-Hill Station Car Park West, Station Approach, Harrow (H&W AAP Site 18)	Site too small.
19	Lowlands Recreation Ground, Lowlands Road, Harrow (H&W AAP Site 19)	Site too small.
20	Harrow-on-the-Hill Station Car Park East, Station Approach, Harrow (H&W AAP Site 20)	Site too small.
21	Equitable House/Lyon House, Lyon Road, Harrow (H&W AAP Site 21)	Unavailable and site too small.
22	Gayton Road Car Park, Gayton Road, Harrow (H&W AAP Site 22)	Unavailable and site too small.
23	Harrow College, Brookshill, Harrow Weald (SA LP Site GB2)	New school would conflict with allocation objective to retain original building on this site, and EFA funding structure requires a site to house a modern new 'super block' building that is sustainable and energy efficient, therefore not suitable.
24	Harrow School Estate, High Street, Harrow (SA LP Site G01)	Not available.
25	Land at Stanmore Station, London Road, Stanmore (SA LP Site H10)	Site configuration could not accommodate building or functional outdoor space, therefore not suitable.
26	Edgware Town Football Club, Burnt Oak Broadway, Edgware (SA LP Site H14)	Site has planning permission for residential development, therefore acquisition costs likely to be high. Open space element allocated for community use and in flood zone 3A.

27	Royal National Orthopaedic Hospital, Brockley Hill, Stanmore (SA LP Site GB1)	Green Belt and unavailable.
28	Land at Brigade Close, South Harrow (SA LP Site MOS1)	Metropolitan Open Land and access not suitable.
29	Harrow Weald Park, Brookshill, Harrow Weald (SA LP Site MOS2)	Green Belt and unavailable.
30	Glenthorne, Common Road, Stanmore (SA LP Site MOS3)	Green Belt and unavailable.
31	The Santway, Clamp Hill, Stanmore (SA LP Site MOS4)	Green Belt and unavailable.
32	Prince Edward Playing Fields, Whitchurch Lane/Camrose Avenue, Edgware (SA LP Site MOS5)	Not available.
33	Whitchurch Playing Fields, Wemborough Road, Stanmore (SA LP Site MOS6)	Site suitable and available - SELECTED
34	St. George's Playing Field, Pinner View, North Harrow (SA LP Site G03)	Site has planning permission for residential development, therefore acquisition costs likely to be high. Developable area too small.
35	Kenton Lane Farm, Kenton Lane, Belmont (SA LP Site G06)	Site has planning permission for residential development, therefore acquisition costs likely to be high. Developable area too small.
36	Barnet Football Club, Underhill (Barnet UDP Site H2)	Green Belt and unavailable.
37	Watling Avenue Car Park, Burnt Oak (Barnet UDP Site H2)	Not available, unviable (due to flood works) and site too small.
38	North London Business Park, Brunswick Park Road & Denham Road (Barnet UDP Site H5)	Individual site/building components too small; no useable open space.
39	Colindale Hospital (Barnet UDP Site H7)	Unavailable (being brought forward by another developer).
40	New Barnet Gas Works, Albert Road (Barnet UDP Site H10)	Unavailable (being brought forward by another developer). Site has planning permission for residential development, therefore acquisition costs likely to be high.
41	Scratchwood Local Nature Reserve (Barnet UDP Site 14)	Green Belt, allocated as nature reserve and unavailable.
42	Land at Edgware Station, Edgware (Barnet UDP Site 15)	Allocated for bus operation purposes and not available.
43	Edgware Forumside (Barnet UDP Site H16)	Site unsuitable and, due to fragmented ownership, unavailable.
44	College Farm, Fitzalan Road (Barnet UDP Site 17)	Site unsuitable and not available.
45	Land rear of 120-204 High Street, Chipping Barnet (Barnet UDP Site H24)	Site unsuitable and not available.
46	Land adjacent to High Barnet Station, Great North Road, High Barnet (Barnet UDP Site 26)	Site configuration could not accommodate building, therefore not suitable. Unavailable.

47	Middlesex University Hendon Campus, The Burroughs, Hendon (<i>Barnet UDP Site H24</i>)	Unavailable (being brought forward by another education provider).
48	Inglis Barracks, Bittacy Hill, Mill Hill (<i>Barnet UDP Site H29</i>)	Unavailable (being brought forward by another developer).
49	Brent Cross New Town Centre and Cricklewood Eastern Lands (<i>Barnet UDP Site 37</i>) (<i>Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework SPG</i>)	Unavailable (being brought forward by another developer).
50	Welsh Harp Nature Reserve (<i>Barnet UDP Site 35</i>)	Site is a nature reserve and SSSI, therefore unsuitable.
51	Barnet College (<i>Collindale AAP Site 1</i>)	Unavailable (being brought forward by another developer). Site has planning permission for residential development, therefore acquisition costs likely to be high.
52	Grahame Park Estate, Lanacre Avenue (<i>Collindale AAP Site 2</i>) and Adastral South (part of Grahame Park Estate) (<i>Collindale AAP Site 3</i>)	Unavailable (being brought forward by another developer).
53	Middlesex University Student Accommodation (<i>Collindale AAP Site 7</i>)	Not available.
54	Beaufort Park (<i>Collindale AAP Site 8</i>)	Unavailable (being brought forward by another developer).
55	Peel Centre East (<i>Collindale AAP Site 12</i>) and Peel Centre West (<i>Collindale AAP Site 13</i>)	Unavailable (being brought forward by another developer).
56	British Library (<i>Collindale AAP Site 17</i>)	Unavailable (being brought forward by another developer). Site has planning permission for residential development, therefore acquisition costs likely to be high.
57	Former School Site adjacent to Broadfields Primary School, Roseberry Drive, Edgware (<i>other identified site</i>)	Unavailable (being brought forward by another developer). Site has planning application for residential development, therefore acquisition costs likely to be high.
58	Former Northways School, The Fairway, Mill Hill (<i>other identified site</i>)	Unavailable (being brought forward by another developer). Site has planning application for residential development, therefore acquisition costs likely to be high.
59	Former St. Joseph's College, Mill Hill (<i>other identified site</i>)	Not available.

Other Discounted Sites

A further 27 sites within the Harrow Site Allocations Local Plan were discounted as being too small.

A further 13 sites within the Barnet UDP were discounted as being incapable of accommodating the proposed development.

A further 18 sites within the Collindale AAP were discounted as being too small.

WHITCHURCH PLAYING FIELDS, WEMBOROUGH ROAD, STANMORE



Planning Committee

Wednesday 17 February 2016

124

Planning Committee

Wednesday 29th June 2016

195

HARROW COUNCIL

ADDENDUM (EXTRACT – WHITCHURCH PLAYING FIELDS ONLY)

PLANNING COMMITTEE

DATE: 17th February 2016

1/03	<p><u>Page 63: Recommendation A</u> Amend head of term (a) as follows: Developer to enter into a section 278 Agreement to secure highways improvements to Wemborough Road/Whitchurch Lane/Marsh Lane/Honeypot Lane junction and (if necessary) agree interim arrangements for safe crossing at the junction</p> <p>Add head of term (e) as follows: contribution of £40,000 to fund publicly accessible sport and recreation infrastructure and improvements within the site.</p> <p><u>Page 68: Revisions to Application following submission</u> A revised Construction Logistics Plan (dated February 2016) has been submitted following dialogue between the applicant and the local Highway Authority (and is considered to be acceptable).</p> <p>Other documents submitted are: a first draft flood evacuation plan; a flood egress/access strategy; a highways and transport briefing note; and an executive summary of the proposed surface water strategy.</p> <p><u>Page 69: Notifications</u> No. of additional objections recorded up until end 15th February 2016: 59</p> <p>Additional objection issues (summarised): Not in keeping with Olympic Legacy of increased sports activity by all; community use of sports facilities promised at other schools but never materialised; development of William Ellis Playing Fields was a disaster; numbers should be reduced and intake should be from surrounding area; residents should have the right to address the committee given that it's recommended for grant; starting the day earlier will just prolong traffic jams; Kodak or Civic Centre sites should be considered; support letter from Abchurch Association did not represent the opinion of the wider community; disruption during construction; letters posted at the site have been removed – please investigate and revert back; request a meeting at the site; many parakites and other birds live in the trees and bushes; loss of much used dog walking area; asking people not to drive is ridiculous; majority of people who support the plan do not live in the area; suspect (like Anmer Lodge) no proper traffic flow plan has been done; will negate flood works carried out downstream; local community have not been consulted; question the legality; will affect insurability of surrounding property due to flooding; recently took 12 minutes to get from Belmont Lane to Marsh Lane on 186 bus; will</p>
------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>bring drugs, robbery, scenic damage, emotional distress and removal of sentimental moments; cars already not stopping on zebra crossings; loss of open space detrimental to health of community; texts from Floodline have increased in the past two months</p> <p>No. of additional supports recorded up until end 15th February 2016: 367</p> <p>Additional support issues: Proposal should include a swimming pool; will create jobs; application taking too long – what is the delay?</p> <p>Canons Park Residents' Association additional representations (summarised): Contract with Avanti signed before planning permission achieved; the site on [principal should not be developed; proposals befit a sporting academy rather than a school; sports facilities already provided nearby at The Hive; there is an over-supply of schools in the area; the site lies on a major nexus of traffic and will add to congestion, pollution and noise; this is an important flood plain; the large superblock is negative to visual amenity; the Aldenham bus depot site or Kodak site are more suitable; Harrow Council's EIA screening opinion is not satisfactory/flawed, dismissing the facts and situations that would point to inappropriate use of Whitchurch Playing Fields for a school.</p> <p>GLA Assembly Member Navin Shah (summarised): I support the application: Government's planning policy statement and shortage of secondary school places are compelling material planning considerations; Avanti House has a remarkable track record of educational attainment; will provide educational choice that Harrow's diverse community is aspiring and demanding; no doubt that the developer will work with Harrow planners to develop a complex of highest design merit; car parking, cycle provision, electric vehicle points and school travel plan are welcomed; a community use agreement is vital to ensure that the local community benefits.</p> <p>Hindu Forum of Britain: Please support the cause as spaces in schools are so difficult to get and children need a education.</p> <p>Historic England (summarised): Having considered the submitted geophysical survey report, it is concluded that the proposal is unlikely to have a significant effect on archaeological heritage assets. No further assessment or conditions are therefore necessary.</p> <p><u>Page 73: Sport England</u> Additional conditions requested (see below).</p> <p><u>Page 102: External lighting drawing</u> The Council's lighting engineer has advised that a detailed external lighting design is required (see condition 30).</p> <p><u>Page 118: London Plan CO2 reduction target</u> The applicant has advised that it discussed its approach with the GLA's Energy Officer because Part L (of the building regulations) disincentives sustainable design for certain types of buildings. Therefore, as agreed with the GLA, overall carbon dioxide</p>
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>reductions have been demonstrated in accordance with a methodology that the GLA has found to be acceptable (and has been used for school developments in other London boroughs).</p> <p><u>Page 121: Flood evacuation</u></p> <p>A first draft flood evacuation plan has been submitted setting-out outline proposals to deal with forecast and emergency flood situations. The submitted plan is a draft; proposed condition 20 allows for the approval if a full emergency plan prior to first use of the development.</p> <p>A flood egress/access strategy has also been submitted. The document points out that the school campus would itself be within flood zone 1 therefore it is recommended that, in the event of a flood, staff and students remain on site until flood waters subside. If vehicular access is required (e.g. in an emergency) the most appropriate route would be via Wemborough Road where water depths would be up to 30cm and velocities would be 1-2 metres per second. The Council's drainage team is satisfied with the submitted strategy.</p> <p><u>Page 131: Consultation responses</u></p> <p>All material planning/relevant matters addressed in report. Other matters raised not material planning considerations/not relevant to the proposed development.</p> <p><u>Page 141: Plan nos.</u></p> <p>CPW-14606-EX-100-01 Rev. T3 (External lighting and security Philosophy layout Proposed external site plan); 14042/03 (Cycle Access Strategy); 1177-CUR-Z0-00-DR-C-0052 S0 Rev.6 (Drainage Strategy – sheet 3 of 3); 1177-CUR-Z0-00-DR-C-0051 S0 Rev.6 (Drainage Strategy – sheet 2 of 3); 1177-CUR-Z0-00-DR-C-0050 S0 Rev.6 (Drainage Strategy – sheet 1 of 3); L-1439-PRP-007 Rev. 14 (Landscape Masterplan - Area around building); L-1439-PPP-001 Rev.04 (Planting Strategy – Area around building); 000-PE-02-GF-DE-A-0100 Rev. P11 (Sports Block – Ground Floor GA); L-1439-PRP-006 Rev. 07 (Landscape Masterplan – Whole site); L-1439-PRP-005 Rev.07 (Trees to be retained and removed); L-1439-PRP-003 Rev.10 (Site Access and Circulation); L-1439-PRP-002 Rev. 09 (Site access and security); L-1439-PPP-002 Rev. 06 (Planting Schedule); L-1439-GAS-006 Rev. 01 (Site Section EE); L-1439-GAS-005 Rev. 01 (Site Section DD); L-1439-GAS-004 Rev. 01 (Site Section CC); L-1439-GAS-003 Rev. 02 (Site Section BB); L-1439-GAS-002 Rev. 02 (Site Section AA); L-1439-GAP-006 Rev. 02 (Landscape Masterplan Detailed Area 6); L-1439-GAP-005 Rev. 02 (Landscape Masterplan Detailed Area 5); L-1439-GAP-004 Rev. 02 (Landscape Masterplan Detailed Area 4); L-1439-GAP-003 Rev. 02 (Landscape Masterplan Detailed Area 3); L-1439-GAP-002 Rev. 02 (Landscape Masterplan Detailed Area 2); L-1439-GAP-001 Rev. 02 (Landscape Masterplan Detailed Area 1); NO0077-E-010 Rev. P01; L-1439-PRP-009 Rev. 01 (Sports Facilities); L-1439-GAS-001 Rev. 03 (Site Sections); 003 Rev. A (Tree Constraints Plan – South); 002 Rev. A (Tree Constraints Plan – Northeast); 001 Rev. A (Tree Constraints Plan – Northwest); 1177-CUR-Z0-00-DR-C-0058 S0 Rev. 1 (Existing and proposed impermeable areas); 000-PE-02-ZZ-DR-A-0111 Rev. P05 (Sports block – External elevations); 000-PE-02-01-DR-A-0106 Rev. P03 (Sports block – Proposed roof plan); 000-PE-01-ZZ-DR-A-0203 Rev.P03 (Classblock external elevations – Sheet 3 of 3); 000-PE-01-ZZ-DR-A-0202 Rev.P03 (Classblock external elevations – Sheet 2 of 3); 000-PE-01-ZZ-DR-A-0201 Rev.P03 (Classblock external elevations – Sheet 1 of 3); 000-PE-01-GF-DR-A-0128 Rev.P03 (Classblock groundfloor GA plan – complete); 000-PE-01-03-DR-A-0104 Rev.P04 (Classblock roof plan); 000-PE-01-02-DR-A-0130 Rev.P03 (Classblock</p>
--	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>second floor GA plan – complete); 000-PE-01-01-DR-A-0129 Rev.P03 (Classblock first floor GA plan – complete); 000-PE-00-ZZ-DR-A-105 Rev.P01 (Site plan as proposed); 000-DR/A-100 Rev.P02 (Existing site plan); Delivery and Servicing Plan (dated January 2016); Construction Logistics Plan (dated February 2016); Car Park Management Plan (dated January 2016); Document titled 'SUDS Maintenance Plan'; Energy Statement Rev. C (dated 24/09/2015); Document titled 'Micro Drainage Calculation -2016-01-11 MUGA & STP'; Biodiversity Management Plan (dated October 2015); Noise Impact Assessment (Ref. 20537R01PKmdw – dated 30 March 2015); Travel Plan (dated October 2015); Document by Micro Drainage, MUGA & STP Storage (dated 25 September 2015); Document by Micro Drainage, Attenuation Design (dated 25 September 2015); Flood Egress/Access Strategy dated 17th February 2016.</p> <p><u>Pages 131-139: Conditions</u></p> <p>Amend Condition 5 as follows: No development shall take place, including any works of demolition, until a revised The approved Construction and Logistics Plan, has been submitted to and agreed in writing by the local planning authority. The development shall be carried out in accordance with the agreed plan or any amendment or variation to it as may be agreed in writing by the local planning authority, shall be adhered to throughout the construction of the development.</p> <p>REASON: To ensure that the transport network impact of demolition and construction work associated with the development is managed in accordance with Policy 6.3 of the London Plan (2015).</p> <p>Insert New Condition as follows: <u>The development hereby approved shall not be first used until a plan detailing staggered student start and finish times has been submitted to, and agreed in writing by, the local planning authority. The development shall be operated in accordance with the plan so agreed, or any amendment or variation to it as may be agreed in writing by the local planning authority.</u></p> <p>REASON: <u>To ensure that the transport impacts of the development are satisfactorily mitigated, in accordance with Policy 6.3 A of the London Plan (2015) and Policies DM 42 C and DM 44 C of the Harrow Development Management Policies Local Plan (2013), and in the interests of the amenities of the neighbouring occupiers in accordance with Policy DM 1 C & D of the Harrow Development Management Policies Local Plan (2013).</u></p> <p>Insert New Condition as follows: <u>The development hereby approved shall be used for education and community sports use only, and shall not be used for any other purpose, including any other use that would fall within Classes D1 or D2 of the schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to those classes in any statutory instrument revoking and re-enacting that order with or without modification).</u></p> <p>REASON: <u>To ensure that the transport impacts of the development are satisfactorily mitigated, in accordance with Policy 6.3 A of the London Plan (2015) and Policies DM 42 C and DM 44 C of the Harrow Development Management Policies Local Plan (2013), and in the interests of the amenities of the neighbouring occupiers in accordance with Policy DM 1 C & D of the Harrow Development Management Policies Local Plan (2013).</u></p> <p>Insert New Condition as follows: <u>No public address system shall be installed on the site until details of the system have first been submitted to, and agreed in writing by, the local planning authority. The system shall be installed and operated in accordance</u></p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>with details so agreed.</p> <p><u>REASON: To ensure that neighbouring occupiers are not exposed to unreasonable noise and disturbance, in accordance with Policy 7.15 of the London Plan (2015) and Policy DM 1 of the Development Management Policies Local Plan (2013).</u></p> <p><u>Insert New Condition as follows: No cricket pitch on the site shall be prepared and laid out until details of its location, construction and layout have first been submitted to, and agreed in writing by, the local planning authority. The cricket pitches shall thereafter be located, constructed and laid out in accordance with the details so agreed.</u></p> <p><u>REASON: To ensure that the development delivers outdoor sport facilities which are fit for purpose and to ensure sufficient benefit of the development to sport.</u></p> <p><u>Insert New Condition as follows: No work to prepare, construct or lay out outdoor sports facilities on the site shall be carried out until:</u></p> <p><u>(i) a detailed assessment of ground conditions has been submitted to, and agreed in writing by the local planning authority; and</u></p> <p><u>(ii) any improvements (including a timetable for implementation) arising out of the assessment under (i) above have been submitted to, and agreed in writing by, the local planning authority.</u></p> <p><u>The works to prepare, construct and layout the outdoor sports facilities on the site shall be carried out in accordance with any improvements so agreed under (ii) above and shall thereafter be retained.</u></p> <p><u>REASON: To ensure that the development delivers outdoor sport facilities which are fit for purpose and to ensure sufficient benefit of the development to sport.</u></p> <p><u>Insert New Condition as follows: No artificial grass pitch and no multi use games area shall be installed on the site until details of its location, construction and layout have first been submitted to, and agreed in writing by, the local planning authority. The artificial grass pitch and multi use games area shall thereafter be located, constructed and laid out in accordance with the details so agreed.</u></p> <p><u>REASON: To ensure that the development delivers outdoor sport facilities which are fit for purpose and to ensure sufficient benefit of the development to sport.</u></p> <p><i>NB: the list of conditions may be re-ordered and renumber the published list as appropriate</i></p>
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------



Avanti House Free School, Whitchurch Playing Fields

Planning Committee Members Highways and Transport Briefing Note

March 2016

Introduction

This note considers the Highways and Transport comments raised by Harrow Council Planning Committee Members at Planning Committee on 17 February 2016. The queries relate to the Avanti House Free School proposal, Whitchurch Playing Fields (Harrow Council planning ref: P/4910/15).

At Planning Committee, members were minded to grant planning permission subject to referral to the Greater London Authority (GLA), conditions, and completion of a Section 106 obligation to be brought to separate committee by July 2016. The remainder of this notes seek to clarify and address member's highways and transport comments.

Member's Highways and Transport Comments

Wemborough Road / Abercorn Road / St Andrews Drive Roundabout

Comments were made in relation to the existing and proposed performance of the above roundabout junction to the west of the application site. Cllr Kendler in particular raised concerns over peak hour queuing and wished to see additional mitigation measures provided at this junction.

It is worth noting that the junction capacity modelling undertaken reflects *average maximum queuing* over the AM and PM peak hourly periods, and it is accepted that over an hourly period there will be inevitable peaks and troughs in traffic flow and queuing.

The analysis undertaken within the Transport Assessment submission took a robust approach towards junction capacity testing, by superimposing all Avanti House School morning / afternoon car trips onto the *network peak* hour periods. In reality, due to proposals to stagger school start / finish times this would not be the case - by example, in the AM only around 40% of Avanti trips would take place between 0745-0845 when local roads are at their busiest.

Whilst accepted that the roundabout junction does operate close to capacity and with notable queuing (in particular on the Wemborough Road (E) and Abercorn Road approaches), investigation has been undertaken into physical mitigation measures such as conversion to a signalised junction.

Table 1 below compares predicted queuing at the junction with Avanti House School traffic under both roundabout and signalised layout conditions. The signal arrangement tested uses optimised signal timings and makes no allowance for controlled pedestrians crossing facilities.

Table 1 Wemborough Road / Abercorn Road / St Andrews Drive Roundabout / Signals Queue Comparison

Approach Arm	AM Peak Ave. Queue		PM Peak Ave. Queue	
	Roundabout	Signals	Roundabout	Signals
Wemborough Road (E)	6.8	14.2	21.3	16.1
St Andrews Drive	2.5	8.5	3.6	7.0
Wemborough Road (W)	3.1	7.8	3.0	6.4
Abercorn Road	10.9	14.0	3.6	12.5
TOTAL:	23.3	44.5	31.5	42.0

The results indicate that under signalised conditions, although there would be a slight improvement in queuing on the Wemborough Road (E) approach in the PM peak all remaining approach arms would experience significant queue increases across both peak periods. This reflects the traffic flow characteristics at this location where high volumes of right-turning traffic enter from each approach.

It should also be taken into account that the junction arrangement as existing has no discernible record of personal injury accidents, and it would be beneficial to retain such a record given the vicinity to local schools.

On the basis of the above and in consultation with Harrow Council Highway Officers it has been concluded that retaining the existing roundabout arrangement represents the best option to maximise junction capacity and safety at this location.

Avanti House Minibuses

Planning Committee Members also queried whether Avanti House could increase the number of school-operated minibuses to minimise the number of pupils being brought to school by car. For clarification, it is proposed that the school minibus service will accommodate c. 50 pupils and will run 3 services in the AM and PM to reflect the staggered school start / finish times.

A route and strategic pick-up / drop-off points have been identified within the submitted School Travel Plan confirming that this operation would be feasible. The school minibus service would in total transport c. 150 pupils to and from the school.

Public Bus Services

Through consultation with the GLA and Transport for London (TfL) it has been identified that the route 186 bus, which runs along Wemborough Road, experiences capacity concerns at peak times. TfL have confirmed that Mayoral funds are available to mitigate the public transport impacts of free school developments, and they will contribute £75,000 to operate an additional AM and PM peak service on route 186 (exact timings to be confirmed – for confirmation see appended email). The bus will be double-deck and accommodate 87 seated passengers (with additional standing capacity).

Coordinated Marshalling and Travel Planning Strategy with Whitchurch Schools

Owing to the staggered start / finish times of Avanti House, it is not envisaged that there would be simultaneous drop-off / pick-up activity with Whitchurch Schools. It is however noted that a consistent and coordinated approach should be taken by both schools when managing traffic through the public car park area.

It is therefore suggested and will be written into the Avanti House School Travel Plan that regular termly meetings should be undertaken between Avanti, Whitchurch and Stanburn Schools to ensure that any travel issues between the schools are raised and addressed, and that coordinated approaches are taken to traffic marshalling with car sharing between siblings at separate schools encouraged.

Committee members also questioned whether additional controls could be implemented within the Harrow Council public car park, in particular with regard to use by Avanti House School Sixth Form students. Whilst this is not a matter that can be addressed through the planning mechanism, Harrow Council Highways will in consultation with their car parking and property services departments, investigate the option of introducing controls that would discourage long-term parking. This is with a view to maximising space available for pupil drop-off / pick-up for both Avanti and Whitchurch Schools.

Avanti House School Travel Plan

The Avanti House School Travel Plan as submitted includes details on the routing and operation of the school minibus service but will be updated to reflect proposals for the additional TfL 186 bus services and further emphasise the importance of coordinated Travel Planning between Avanti, Whitchurch and Stanburn Schools.

Whilst noted that the targeted 'Car Occupants' modal split of 9% is ambitious, this is reflective of the above measures and the track-record of Avanti House in their occupation at Common Road and Beaulieu Drive. It is therefore considered that, subject to baseline travel surveys, this target is maintained, monitored and enforced through the TfL STARS Travel Planning mechanism and the school's Section 106 agreement.

Summary

In light of the above measures and additional detail provided it is considered that the impact of the Avanti House School proposals has been duly considered with suitable and robust mitigation measures developed to ensure the school has a minimal impact on the operation of the local highway and transport networks.

Appendix 1 – Email Confirmation of TfL Funding for Increased Service on Route 186

From: Pak-Lim Wong <PakLim.Wong@tfl.gov.uk>
Sent: Thursday, March 3, 2016 3:52 PM
To:
Subject: RE: Avanti House School - TfL Buses

Hi

Following our conversation earlier in the week, based on the trip estimated in the transport assessment for school; TfL is currently envisaged that an addition return bus journey, likely to be the 186 would be required to mitigate increase demand to bus service following the occupation of the school. As per previous advice, TfL not seeking a financial contribution from this school having understood this is a Free School.

The cost for the additional service, estimated at approx. £75K per year will be funded by the lump sum granted by the Government to TfL toward bus service improvements for Free Schools.

I hope this is of helpful.

Kind regards

PakLim Wong
Planning Officer
Borough Planning, Transport for London
10th Floor, Windsor House, 50 Victoria Street, London SW1H 0TL
Tel: (020) 3054 1779 | Auto: 81779 |
Email: paklim.wong@tfl.gov.uk

For more information regarding the TfL Borough Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit

<http://www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications?intcmp=3484>

1

4

Appendix C: Travel Plan

**AVANTI HOUSE SCHOOL,
WHITCHURCH PLAYING FIELDS**

Travel Plan

April 2016



**AVANTI HOUSE SCHOOL,
WHITCHURCH PLAYING FIELDS**

Travel Plan

April 2016

MTP Ref: 14/042

Produced by

Milestone Transport Planning

Heritage House

7 Wey Court

Mary Road

Guildford

Surrey

GU1 4QU

Tel: 01483 397888

Email: mail@milestonetp.co.uk



CONTENTS

1.	EXECUTIVE SUMMARY	1
2.	INTRODUCTION AND SCOPE OF TRAVEL PLAN	2
	Scope of Travel Plan	4
3.	TRAVEL PLAN AIMS AND OBJECTIVES	5
4.	AVANTI HOUSE SCHOOL AND TRAVEL PATTERNS	6
	The Proposal	6
	Vehicular Access	7
	Car and Cycle Parking Provision	10
	Public Transport Accessibility	10
	PTAL	12
	Surrounding Highway Network	12
	Pedestrian & Cycle Accessibility	13
5.	TRAVEL PLAN MANAGEMENT	17
	Travel Plan Coordinator	17
	Travel Plan Working Group	17
	Action Plan	18
	Administration	19
	Publicity	19
6.	SUSTAINABLE TRAVEL INITIATIVES	20
	Travel Plan Initiatives	20
	Travel Information	23
	Staff Car Sharing	26
	Personalised Sustainable Travel Planning	26
	Curriculum and Partnership	26
7.	TRAVEL PLAN TARGETS AND ACTION PLAN	28
	TfL STARS Targets	29
8.	MONITORING AND REVIEW	31
	Monitoring	31
	Review	31



TABLES

Table 4.1	Proposed School Start and Finish Times	6
Table 4.2	Direct Bus Services & Frequencies	11
Table 4.3	Connecting Bus Services.....	11
Table 7.1	AHFS Travel Plan - Action Plan	28
Table 7.2	Travel Plan Targets.....	30

ANNEXES

Annex 1	TfL STARS Travel Plan Accreditation Criteria – 2014/2015 Academic Year
Annex 2	Avanti House Secondary School Example STARS Travel Plan
Annex 3	Cycle Access Strategy – Car Park to South of Site
Annex 4	PTAL Output
Annex 5	Email Confirmation of TfL Public Bus Service Funding



1. EXECUTIVE SUMMARY

- 1.1 Avanti House School (AHFS) is committed to minimising congestion, emissions and inconvenience to the local residents which may be caused by the operation of the school on Wemborough Road and the surrounding area. Through the implementation of this Travel Plan, which will be overseen by a member of staff who will be appointed to take on the role of Travel Plan Coordinator (TPC) and in liaison with Harrow Council the overall traffic and environmental footprint of the school will be managed;
- 1.2 The school is committed to implementing a TfL STARS accredited Travel Plan that will be underpinned by a comprehensive and deliverable Action Plan. The Action Plan will clearly outline a list of initiatives to be undertaken so as to promote the Travel Plan to students, parents/ carers and staff;
- 1.3 The success of the Travel Plan will be judged against TfL STARS accreditation criteria (as set out for the 2014/2015 academic year at Annex 1). An indicative STARS format Travel Plan for the AHFS has been developed by MTP, incorporating 'Gold' level STARS-specific objectives, targets, action plan and consultation / review processes. This should form the basis for the STARS Travel Plan to be completed on occupation of the site and is included at Annex 2;
- 1.4 Annual travel surveys of staff and students will be conducted, and survey results will be submitted to Harrow Council for monitoring. Following initial occupation, travel surveys will be carried out in the Autumn term of the 2017/2018 academic year. The TPC will be responsible for undertaking the initial and subsequent surveys as well as monitoring other aspects of the Travel Plan; and
- 1.5 Should it transpire that targets are not being met the TPC will, in consultation with the Harrow Council School Travel Plan Officer, amend the Action Plan detailing agreed activities to be undertaken and timescales for the implementation of recommendations/ modifications.



2. INTRODUCTION AND SCOPE OF TRAVEL PLAN

- 2.1 This Travel Plan has been prepared on behalf of the Avanti House School in conjunction with the Education Funding Agency (EFA). It supports a planning application to develop a Secondary School on existing Greenfield land at Whitchurch Playing Fields, Stanmore, HA7 2EQ.
- 2.2 AHFS is expected to accommodate 540 pupils from September 2017 and increase at a rate of 180 until the school reaches a full capacity of 1,260 pupils. The school will act as the successive school from the Avanti House Primary School, Common Road, Stanmore.
- 2.3 The site is situated to the west of Marsh Lane (A4140) and east of Abercorn Road in a predominately residential area. The site entrance is located approximately 300 metres eastward along Wemborough Road which is directly south of the site. Its location in relation to the surrounding area is shown in Figure 1.

Figure 1 Site Location



- 2.4 Harrow Council's 'Sustainable Modes of Travel Strategy' sets out Harrow's sustainable transport strategy, highlighting the "borough's commitment to a sustainable future". The strategy details the importance of finding alternative to reliance on car travel and the initiatives the Council us to encourage this modal shift.



- 2.5 This involves a range of initiatives such as: *"raising awareness of available travel options through targeted promotions; supporting sustainable travel through small scale infrastructure projects such as cycle racks; building an understanding of factors motivating travel behaviour; and engaging directly with schools, workplaces and local communities."*
- 2.6 In terms of school accessibility, the borough encourages walking to school by supporting and promoting events such as Living Streets Walk to School campaign, International Walk to School Month, Walk on Wednesdays, Theatre in Education, Junior Walks and encouraging school walking buses. These all form part of the school travel plan.
- 2.7 In the preparation of this document, reference has also been made to the National Planning Policy Framework (NPPF) (March 2012), the London Plan (March 2015), and Harrow Council's Core Strategy (adopted February 2012). Reference has also been made to TfL's *'Travel Planning Guidance (November 2013)'*.
- 2.8 Paragraph 35 of the NPPF states that *"Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people."* It identifies a number of objectives including to 1) give priority to pedestrian and cycle movements, and have access to high quality public transport facilities; and 2) create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians.
- 2.9 Para. 36 of NPPF states that *"Travel Plans are a key tool to facilitate these objectives. All developments which generate significant amounts of movement should be required to provide a Travel Plan."*
- 2.10 The London Plan has development plan status with considerable weight in the planning process in Greater London. Policy 6.1 states that the Mayor will adopt a strategic approach to better integrate transport and development by *"Encouraging patterns and nodes of development that reduce the need to travel, especially by car."*
- 2.11 Harrow Council's Core Strategy, adopted 12 February 2012, is a key part of Harrow's Local Plan, and sets out the Borough's strategic approach to managing growth and development to 2026.
- 2.12 Within the Core Strategy, there are a number of objectives which relate to transport:
- *"enhance the infrastructure, environment and other resources which make Harrow a desirable place to live, work and visit by improving sustainable transport capacity, accessibility and quality to meet users' needs and expectations;*
 - *manage the Borough's contribution to climate change by co-ordinating development and public transport to promote more sustainable patterns of land use to reduce reliance on private vehicles;*
 - *adapt to population and demographic changes to meet people's needs and quality of life by promoting walking, cycling and participation in sport by all ages."*



Scope of Travel Plan

- 2.13 Section 3 outlines the aims and objectives of the AHFS Travel Plan in accordance with the policies referred to in this section. Section 4 provides a description of the school's characteristics and expected travel patterns as well as existing infrastructure and accessibility.
- 2.14 Section 5 outlines the management of the Travel Plan in respect of roles and responsibilities of the Travel Plan Coordinator (TPC) and the Travel Plan Working Group (TPWG). Section 6 provides details of the measures and initiatives designed to deliver a successful Travel Plan;
- 2.15 Section 7 details the Travel Plan's Action Plan and Targets whilst Section 8 sets out the monitoring and review process and the corrective measures to be considered should targets not be met.



3. TRAVEL PLAN AIMS AND OBJECTIVES

- 3.1 AHFS is committed to ensuring that everyone travelling to and from the school can do so as safely as possible. The school will encourage staff and students to choose active and sustainable modes of travel.
- 3.2 A further aim is to ensure that staff and students travel to and from the school by foot, bicycle and/ or public transport and that they are offered assistance in identifying routes by which they can travel by these modes.
- 3.3 The objectives of the AHFS Travel Plan will be to provide a focus for a range of initiatives to encourage journeys to the site to be made by sustainable modes of transport, and to inform the targets that in turn will assist in identifying and evaluating its success.
- 3.4 In accordance with the national and local policies identified in Section 2, the key objectives of the Travel Plan are as follows:
- Staff, students and parents/ guardians will support the aims of the Travel Plan to reduce trips by car to and from the school by using alternative modes of transport;
 - Reduce congestion on surrounding roads to improve road safety and minimise harmful emissions;
 - Maximise opportunities for the use of alternative modes of travel;
 - Increase awareness of the health benefits of walking and cycling to the school; and
 - Raise awareness of road safety and environmental issues.



4. AVANTI HOUSE SCHOOL AND TRAVEL PATTERNS

The Proposal

- 4.1 As noted in Section 2, the proposed AHFS plans to take occupation of the site in the Autumn term of the 2017/2018 academic year. The school will see an annual intake of 180 per annum until full occupation of 1,260 pupils plus 120 FTE staff. The school will provide secondary education for Year 7 – 11 inclusive in addition to sixth form.
- 4.2 School opening hours will be 07:00-17:30 and include a comprehensive range of pre and post-school activities including a breakfast club and additional education / training and sporting activities after school which will operate on a daily basis. This will result in staggering the start and finish times of the school, as detailed below.

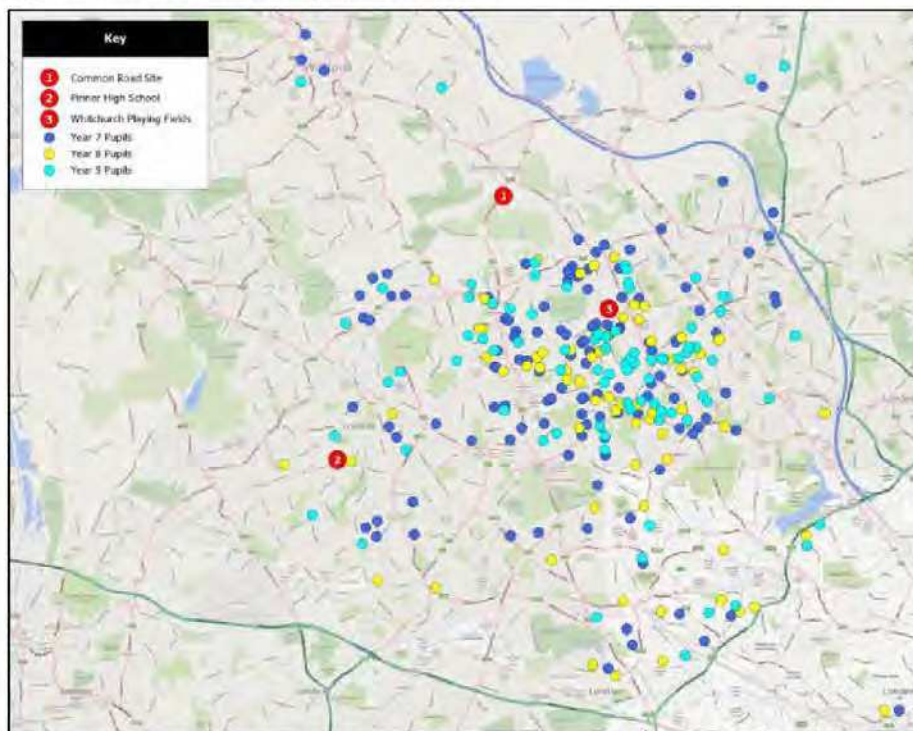
Table 4.1 Proposed School Start and Finish Times

Time	Activity	No. Pupil Arrivals / Departures
Morning		
07:00-08:00	Breakfast Club	60
07:45	Key Stage 4 Registration	320
08:15	Key Stage 3 Registration	520
09:45	Key Stage 5 Registration	340
Evening		
15:45	Official KS3 & KS4 end of day	400
16:45	KS3/KS4 After School Clubs end	500
17:30	Official KS5 end of day	360

- 4.3 The majority of both staff and students of AHFS will be arriving and departing at different times to those of the network peak and the neighbouring Whitchurch Schools, which operate start times of 08:45/08:55 and finish times of 15:15/15:20. It is also the case that the arrival / departures times of the proposed school will be during the AM and PM 'shoulder' peak periods on the wider highway network thereby minimising the impact of school-related trips on the operation of the surrounding highway and transport networks.

- 4.4 It should be noted that the 2014/2015 Year 7-9 pupil home locations are not focused around the school site (at that time) on Common Road. It is in fact the case that the catchment of 2014-2015 pupils was centred more around the Whitchurch playing fields site providing considerable opportunity for existing and prospective pupils to walk and cycle to school. Figure 2 illustrates the 2014/2015 Year 7-9 pupil's home postcode locations, and also shows the location of the previous school site (as vacated July 2015), temporary school site on Beaulieu Drive, Pinner (to be occupied by the school over the 2015-2017 academic years) and the permanent school site at Whitchurch playing fields.

Figure 2 2014/2015 Year 7-9 Pupil Home Locations



- 4.5 Whilst a significant proportion of students within the catchment area will be able to use a public bus service, or combination of bus services to travel to school, it is proposed to supplement this with a private school operated bus service. Further details of the school bus service are provided later in this report.

Vehicular Access

- 4.6 The existing playing fields on the proposed development site, and the Whitchurch First and Junior Schools southeast of the site are accessed from Wemborough Road via separate entry and egress simple priority junctions, and thereafter a shared access way. The egress onto Wemborough Road is provided with segregated left and right turn lanes.



- 4.7 With regard to the future vehicular access arrangements, upon occupation of the site by AHFS, it is proposed to utilise the existing priority junction arrangement and shared access way from Wemborough Road into the site for deliveries / servicing and staff access only. Delivery movements will be restricted to times away from the start and finish of the school day and outside of peak hours of congestions on the local highway network.
- 4.8 Further to the scoping meeting held with Harrow Council Highways on 13 January 2015, it was considered that vehicular set-down / pick-up trips were most likely to be undertaken in the public car park to the south of the school. On this basis, a parking beat survey was undertaken at the car park during the typical AM and PM drop-off / pick-up periods on 20 January 2015. The results of this parking survey with analysis of available parking supply and demand generated by the AHFS proposals are presented in the Transport Assessment that forms part of this planning submission.
- 4.9 Figure 3 shows the proposed movement and access arrangements for AHFS. These arrangements will be supported by signage and road markings, as appropriate. The strategy will also be embodied within the School's Delivery / Servicing Plan such that all end users will be made aware of the arrangements to be put in place. It should be noted that the pedestrian access point off Wemborough Road will act as the sole point of access on foot.

Figure 3 Site Layout, Movement & Access Arrangements



4.10

It is proposed that cyclists accessing the site use the dedicated routes on Wemborough Road, before entering the public car park to the south of the site and utilising the proposed length of cycle lane within the car park before alighting and continuing onwards to the school via the existing wide footways. Likewise, cyclists should not cycle through the northern section of the car park on departure, only mounting their cycles prior to joining Wemborough Road at the cycle lane to be provided at the car park's southern end.



- 4.11 A plan depicting the cycle access proposals within the car park to the south of the school is provided at Annex 3. These arrangements are proposed to as far as possible avoid conflict between cyclists and vehicles within the public car park, particularly given the shared use with the Whitchurch First and Junior School.

Car and Cycle Parking Provision

- 4.12 There is no prescriptive car parking standard within the London Plan (Further Alterations) or Harrow Council's Development Management Policies document in respect of education-based land uses. It is proposed to provide a total of 69 parking spaces (including 5% disabled provision, 10% active electric vehicle charging points and 10% passive electric vehicle charging points).
- 4.13 This level of parking is considered appropriate based on site specific demand for the school and any proposed 'out of hours' leisure activities. The disabled and electric vehicle provision accords with London Plan standards and reflects consultation with the GLA. The car park will be subject to a Car Park Management Plan that outlines the allocation, management and monitoring of spaces within the car park area.
- 4.14 Specific guidance in respect of cycle parking is provided in the adopted London Plan Further Alterations (March 2015) document. It is therefore proposed to provide 1 long-term cycle parking space per 8 students / staff plus an additional short stay space per 100 students. In this regard, at full capacity, the school will provide as a minimum covered long-stay cycle parking for 173 cycles and 12 additional short stay spaces.

Public Transport Accessibility

Bus Services

- 4.15 The nearest bus stops to the application site are located on Wemborough Road, the closest being 250m west from the main pedestrian entrance to the school. The bus stops further west are provided with bus shelters, seating, timetable information, with the exception of Stop BL which is not provided with sheltering. The stops are served by route 186.
- 4.16 To the east of the site, services 79, 186 and 340 stop regularly along Whitchurch Lane (B461) and benefit from shelters, seating and timetable information. The walking route along these bus stops to the school is provided with a pelican pedestrian crossing with refuge island at the crossroads between Marsh Lane (A4140) / Whitchurch Lane (B461) / Honeypt Lane (A4140) / Wemborough Road.
- 4.17 In respect of the likely increase in patronage associated with the AHFS proposals, route 186 has been identified by TfL as requiring additional services and further details of the delivery strategy for this improved service is provided in Section 6 of this Travel Plan.



- 4.18 The closest bus stop for Route N98 is located 480m south of the site on Honeypot Lane and is provided with a bus shelter, seating and timetable information. Abercorn Road, west of the school, links bus service 324 which stops approximately 420 metres from the school entrance. The service runs between Stanmore London Underground (LU) Station and Brent Cross via Kingsbury. The walking route is provided with a zebra crossing at the roundabout, south on Abercorn Road. A summary of the weekday daytime operations of these bus services is provided in Table 4.2.

Table 4.2 Direct Bus Services & Frequencies

Route No.	Nearest Bus Stop	Route	Frequency
186	250 metres	St Mark's Hospital-Harrow-Edgware-Brent Cross	Every 12 minutes
79	260 metres	Edgware-Honeypot Lane-Alperton	Every 12 minutes
340	260 metres	Edgware-Stanmore-Harrow	Every 12 minutes
324	420 metres	Stanmore-Kingsbury Station-Brent Cross	3 p/hr
N98	480 metres	Stanmore-Willesden-Edgware-Holborn	4 p/hr

- 4.19 The bus routes set out in Table 4.2 will provide a direct route to the proposed school for a good proportion of prospective students. Table 4.3 identifies additional connecting bus services which will allow access from other home locations with North London, particularly around the Enfield / Bush Hill Park or Cockfosters areas.

Table 4.3 Connecting Bus Services

Route No.	Route	Connecting At	Connecting Route No.	Frequency
32	Edgware-Cricklewood-Kilburn	High Street (A5)	79/186/340	Every 20 minutes
142	Watford-Bushey-Brent Cross	High Street (A5)	79/186/340	Every 12 minutes
204	Edgware-Wembley Central Station-Sudbury	High Street (A5)	79/186/340	Every 10 minutes
288	Queensbury-Edgware Bus Station-Broadfields	High Street (A5)	79/186/340	Every 10 minutes
292	Borehamwood-Barnet Way-Colindale	High Street (A5)	79/186/340	Every 15 minutes
644	Hatfield-Barnet-Edgware-Wembley Park Station	High Street (A5)	79/186/340	Every 30 minutes



- 4.20 It can be seen that these connections offer students the opportunity to travel from their home from a variety of locations to the school by public transport, i.e. 'door to door' in a maximum journey time of 45 minutes.

Rail Services

- 4.21 The nearest train station to the proposed school is Canons Park, approximately 600 metres (10 minute walk-time) to the east. Canons Park is operated by London Underground on the Jubilee Line located between Stanmore to the north and Queensbury to the south. A service is provided every 5 minutes and bus routes 79, 186 and 340 stop outside then station.
- 4.22 Edgware Station (London Underground) is the northern terminus on the Northern Line, approximately 2.4km from the proposed site and is also served by bus services 79, 186 and 340. Services arrive in Edgware every 12 minutes.

PTAL

- 4.23 PTAL or Public Transport Accessibility Level is a widely adopted tool amongst London Authorities for measuring a sites' accessibility. The PTAL methodology identifies the key factors that influence personal choice of a public transport mode as being, number of accessible services, walk distances, frequency, reliability and time of day / day of week. On the basis of these factors, a formula has been developed to calculate an Accessibility Index (AI) for any given location.
- 4.24 Using the PTAL methodology / formula, a PTAL has been calculated for the application site, the results of which are included as Annex 4. From Annex 4 it can be seen that the application site has an AI value of 8.73 or a PTAL banding of 2.
- 4.25 In overall terms, whilst the PTAL value for the site is low, the accessibility of the application site by public transport offers a range of alternative travel choices to both student and staff and there are a wide range of journey origins and destinations can be reached by the bus and underground networks.

Surrounding Highway Network

- 4.26 Wemborough Road is a two-way residential road which forms a crossroad junction with Marsh Lane (A4140) / Whitchurch Lane (B461) / Honeypot Lane (A414) to the east and a 4-arm roundabout with Abercorn Road / St. Andrew's Drive to the west. To the east of the signal junction is Canons Park Underground Station and to the north Stanmore Underground Station.
- 4.27 St Andrew's Drive has no on-street parking restrictions except within the vicinity of the roundabout. Abercorn Road is subject to on-street parking restrictions within the vicinity of the roundabout and the Stanburn Primary School access, with single yellow line parking restrictions present on the southbound side of the carriageway operational Monday-Friday 0800-0930 & 1500-1630.



- 4.28 Wemborough Road is the subject of a 30mph speed limit which continues along St. Andrew's Drive, Abercorn Road, Marsh Lane and Whitchurch Lane. The road has a vehicular weight restriction of 7.5T expect for access.
- 4.29 Honeypot Lane (A4140), a dual carriageway, is subject to a 40mph speed limit and is provided with grass verges between the footway and both the north and southbound carriageways. Both Honeypot Lane (A4140) and Marsh Lane to the north of the crossroad junction are subject to double yellow line parking restrictions.
- 4.30 Whitchurch Lane (B461) is subject to double yellow line restrictions for an approximate distance of 500m east of the crossroad junction and thereafter single yellow line restriction apply. Wemborough Road forms three priority junctions with Gyles Park, Bush Grove and Bromfield. Bush Grove and Bromfield are subject to single yellow line parking restrictions Monday – Friday 1400-1500 whereas Gyles Park has no on-street parking restrictions.
- 4.31 North of the development site, Old Church Lane connects with other neighbouring residential streets and cul-de-sacs including Cranmer Close and Lansdowne Road.
- 4.32 Wemborough Road is subject to single yellow line parking restrictions, save for the pedestrian crossings and bus stops outside the school entrance. These were introduced following the Canons Park Area parking review. Restrictions are operational Mon-Fri, 2-3pm, aiming to reduce parking congestion created by commuters using Canons Park LU Station.
- 4.33 On-street parking bays are located outside Canons Park shopping parade which specifies restrictions Monday – Saturday 0800-1830. Parking is free for permit holders or pay and displays machines are available for a maximum stay of 2 hours. Single yellow restrictions apply Monday – Saturday 1000-1100 & 1400-1500 at this location also.
- 4.34 To the north of the application site, Marsh Lane junctions with London Road and The Broadway. London Road provides access to the M1 via the A41 and the Broadway provides access to north Stanmore and further north towards Watford.

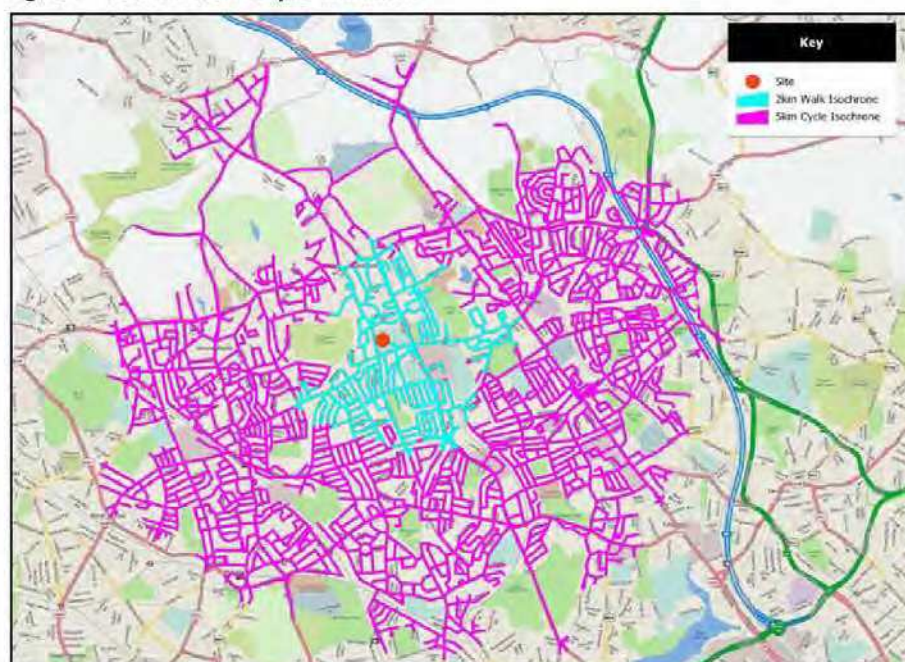
Pedestrian & Cycle Accessibility

- 4.35 The Chartered Institution of Highways and Transportation document 'Guidelines for Providing for Journeys on Foot' state that "walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile". The document also provides guidance on acceptable walking distances and suggests that a preferred maximum walking distance of 2km is applicable for school trips. In relation to cycling, it is also recognised that this mode also has the potential to substitute short car journeys particularly those less than 5.0 kilometres. Figure 4 below illustrates the 2.0km walking and 5.0km cycling catchment areas of AHFS.



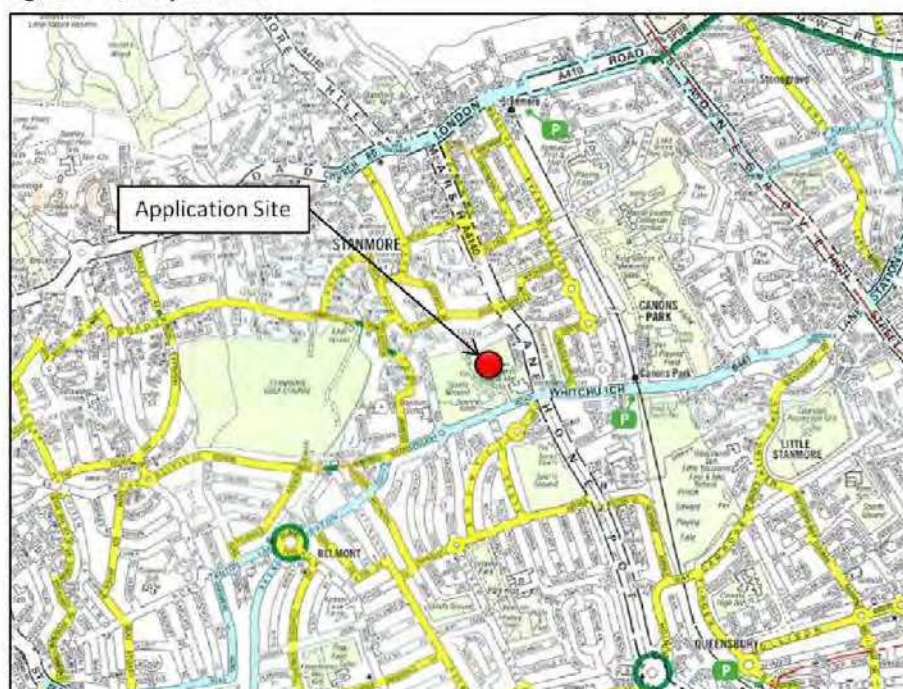
- 4.36 Wemborough Road is provided with lit footways on both sides of the carriageway and approximately 10 metres from the main site entrance is a pelican crossing across Wemborough Road. Existing school signage and carriageway markings are present altering drivers to the fact that children will be crossing the road.
- 4.37 Pedestrian infrastructure within the vicinity of the site is of a good standard with pedestrian crossing points present along key pedestrian desire lines and the local footway network provided with lit footways. Abercorn Road to the west of the site benefits from three pedestrian crossing points.
- 4.38 The 4-arm roundabout located to the west of the site benefits from safe pedestrian crossing zones, with either zebra crossing facilities or pedestrian refuge islands and tactile paving on all junction arms.
- 4.39 Located to the east of the site is a signalised crossroad junction linking Marsh Lane / Whitchurch Lane (B461) / Honeypot Lane (A4140) / Wemborough Road which benefits from pedestrian crossings with tactile paving and pedestrian refuge islands on all arms of the junction. Honeypot Lane is provided with signalised pedestrian crossing facilities.
- 4.40 It is demonstrated within the Transport Assessment, forming part of this planning application submission that the footways surrounding the site access are capable of absorbing existing foot traffic and that associated with the school proposals and expansion of the neighbouring Whitchurch schools.
- 4.41 In consideration of the personal injury accident record at the signalised crossroads to the east of the site, and following comments from Harrow Council Highways and TfL, consideration has been given to the implementation of additional controlled crossing facilities at the junction. To this end, and contained within the TA submission for the scheme, it is proposed to remodel the junction and introduce a staggered pelican style crossing facility over the junction's northern arm. The proposed layout and capacity modelling has been presented to Harrow Council Highways and accepted in principle.

Figure 4 Potential Walk & Cycle Catchment



- 4.42 Figure 5 shows an extract of the local TfL cycle guide from which it can be seen that there is a network of signed and recommended routes for cyclists within the vicinity of the proposed school. Wemborough Road benefits from dedicated on-road cycle lanes as does Marsh Lane.
- 4.43 Whitchurch Lane benefits from on-road cycle markings (diag. 1057) alerting drivers to the presence of cyclists. A dedicated cycle lane is present along the eastbound side of the carriageway approximately 160 metres from the signalised junction.
- 4.44 It is noted that proposals will be coming forward for the implementation of the 'Jubilee Line Quietway' cycle route, which, in the vicinity of the site, will run north-south along Honeypot Lane / Marsh Lane. This proposal will likely be implemented prior to the occupation of the school, and will therefore offer additional dedicated cycle connectivity between the school and its immediate catchment.
- 4.45 Where dedicated cycle routes are not present, carriageway widths are wide enough to accommodate both cyclists and vehicles and visibility is generally of a good level aiding inter-visibility between cyclists and vehicles.

Figure 5 Local Cycle Routes



- 4.46 Within Figure 5, yellow routes denote quieter roads that have been recommended by other cyclists and may connect to other route sections. Blue routes are signed or marked for use by cyclists on a mixture of quite or busier roads and green routes are off-road routes which may also be shared with pedestrians. The full map can be found in the TfL Local Cycle Guide 3.



5. TRAVEL PLAN MANAGEMENT

Travel Plan Coordinator

- 5.1 AHFS places great importance on the role of the Travel Plan Coordinator (TPC) to deliver the aims and objectives of the Travel Plan. A member of staff will be appointed to carry out the role of TPC. This is most likely to be the Deputy Head Teacher, currently acting as TPC for AHFS. Contact details of the TPC will be provided to Harrow Council, and the Council will be informed should there be a change to the contact details of the appointed TPC.
- 5.2 The primary responsibilities of the TPC are to implement, communicate, monitor and manage the defined aims and objectives contained within the Travel Plan. The role of TPC also involves:
- Overseeing the development and implementation of the Travel Plan;
 - Raising awareness of the Travel Plan through continued communication with staff, students and parents/ carers;
 - Setting up and coordinating the Travel Plan Working Group (TPWG);
 - Organising the necessary surveys or other data collection exercises required to develop/ review the Travel Plan including questionnaires to staff and students;
 - Liaising with the Harrow Council regarding all Travel Plan related matters;
 - Coordinating the monitoring programme for the Travel Plan and ensuring targets are met (as agreed with Harrow Council and in line with the TfL school travel plan STARS 'Gold' level accreditation criteria); and
 - Reporting each term to the wider school and annually to the governors.
- 5.3 A budget will be allocated to implementing, managing and reviewing the Travel Plan. This budget will also cover any costs associated with the provision of infrastructure to support the implementation and on-going management of the Travel Plan.

Travel Plan Working Group

- 5.4 The TPWG will be set up / reviewed in September 2017, following occupation of the site. Initially, the group will meet monthly to coordinate the travel survey that will be carried out during the Autumn term. Following the survey, the TPWG will meet each term to review the progress towards meeting the Travel Plan objectives and targets.
- 5.5 The members of the TPWG will be:
- The TPC;



- The Headteacher;
- Student representatives;
- Parent representatives;
- One member of non-teaching staff; and
- One governor.

5.6 The TPWG will be responsible for supporting the TPC in distributing surveys and analysing the survey results. Surveys will be in line with TfL's ATTrBuTE guidance and TfL's STARS school travel plan assessment criteria.

5.7 Following the analysis of the initial survey and the communication of the results to all interested parties, the on-going responsibilities of the TPWG will involve the following:

- To engage regularly with external groups in the local community (particularly local residents associations) to ascertain any real or perceived issues or problems;
- To monitor and review the progress towards the fulfilment of the agreed actions and targets;
- To ensure that the objectives remain relevant and in focus;
- To ensure that those with responsibilities around the Travel Plan are held to account;
- To identify potential barriers to future progress, and to plan how to avoid, surmount or dismantle them;
- To keep alert of new developments in education and transport since the original Travel Plan was completed;
- To plan and carry out an annual repeat of the initial baseline survey; and
- To plan for the next triennial review of the whole Plan.

Action Plan

5.8 The AHFS Travel Plan will be underpinned by a comprehensive and deliverable Action Plan that will clearly and concisely outline a list of actions to be undertaken in the implementation and communication of the Travel Plan to the wider school community, i.e. students, parents/ guardians and staff. The success of the Travel Plan will be judged against TfL STARS accreditation criteria. The school will target TfL STARS 'Gold' accreditation by year two, to be maintained for the life of the Travel Plan thereafter.



- 5.9 Full details of the Action Plan and Targets are provided in Section 7 and details of the monitoring and review process are set out in Section 8. Indicative STARS-based initiatives that will form the basis of the full Travel Plan at the site are set out within Annex 2.

Administration

- 5.10 Administration of the Travel Plan involves the maintenance of necessary systems, data and paperwork, consultation and promotion. The TPC will be responsible for carrying out the administrative duties which include the regular updating of the Travel Plan document.

- 5.11 In the interest of confidentiality, any correspondence or data collected for the purposes of the Travel Plan will be retained within a secure, restricted access filing system, maintained by the TPC alone. Specifically in relation to the operation of the Travel Plan, the TPC will maintain details of travel patterns, monitoring records, historic review reports (for analysis of the longer term effectiveness of the Plan), details of meetings and feedback from the TPWG and comments from staff, students and parents/ guardians as well as any general observations.

Publicity

- 5.12 The success of the Travel Plan is reliant upon effective communication strategies to ensure that governors, staff, students and parents/ guardians are made fully aware of the principles and initiatives established. Accordingly the TPC will market and promote the Travel Plan through the following:

- Letters to parents;
- Welcome packs (including sustainable travel maps);
- Parents' Travel Plan Charter;
- Integration of active travel into the curriculum;
- The school website;
- Notice boards;
- Newsletters and blogs; and
- Meetings and Open Days.



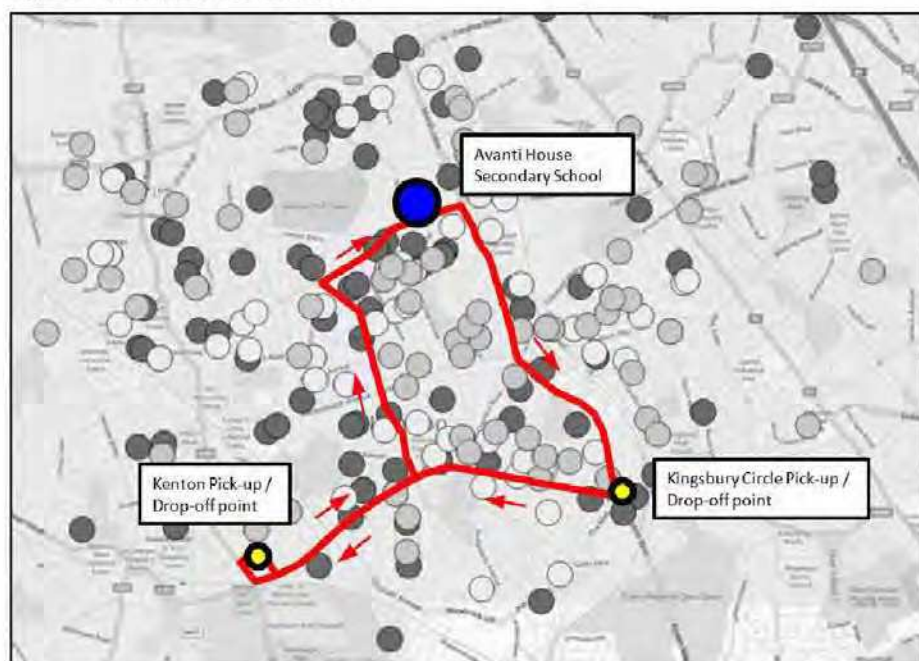
6. SUSTAINABLE TRAVEL INITIATIVES

- 6.1 AHFS is committed to the promotion of maximising opportunities for sustainable transport as well as minimising the impact of travel to/ from the school on other road users. As such, a number of physical and management initiatives have been designed to facilitate travel to and from the school by sustainable modes of transport. The measures outlined in this section are designed to be reviewed as the school grows and as the Travel Plan develops. A full range of likely initiatives to form part of the full School Travel Plan are provided within Annex 2.

Travel Plan Initiatives

- 6.2 Key physical and management initiatives to be implemented within the AHFS Travel Plan include:
- Staggering of school start / finish times by key stage and encouraging uptake of Breakfast and afterschool activities in order to dissipate school drop-off / pick-up traffic;
 - Travel Information on the School Website and on notice boards, as appropriate, to include:
 - guidance on road safety and safe access to / from the school;
 - details of safe walking and cycling routes to the school;
 - details of public transport services, with links to the TfL and other useful websites;
 - details of the Car Share scheme.
 - The implementation of a bus service to serve those students within the catchment area of the school that do not have direct access to existing public transport routes;
 - Service to be provided over a single bus or two mini-buses (currently liaising with operators TfL and Desi Coaches);
 - At full capacity service to transport 50 students over each start / finish time (totalling 150 students);
 - Active promotion of service on School website;
 - Regular monitoring of usage and increased provision to respond to demand, as required.
 - On the basis of 2014/2015 home postcodes and bus service operations, Figure 6 below identifies an indicative route with two pick-up / drop-off points at strategic locations within the catchment. The route journey time would take less than 30 minutes and would therefore provided opportunity for buses to undertake a trip within each start / finish time stagger;

Figure 6 Indicative School Bus Route



- Engage with pupils and parents to promote principles of the highway code, and remind parents of parking awareness during school drop-off / pick-up periods;
- The establishment and operation of a School Car Share scheme;
 - secure area on school website where parents can register interest and be linked up with other parents in their local vicinity;
 - TPC to manage and promote scheme highlighting financial and environmental benefits of car sharing.
- Promotion of Walking and Cycling as viable modes of travel amongst students and staff;
 - Integral part of school's daily exercise regime;
 - Easy to understand mapping made available to students and staff;
 - Promotion and participation in walking and cycling events / initiatives;
 - Provision of secure, covered cycle parking close to pedestrian entrance of school building to accord with London Plan standards;



- Road safety training as part of the curriculum with specific guidance on the use of safe crossing facilities;
- Cycle skills training as part of curriculum including the Government-supported 'Bikeability' scheme;
- Cycle trips / excursions undertaken to build cycle skills and confidence;
- Cycling lessons provided as part of the PE curriculum;
- 'Cycle Club' to be set up for all cycling students or those that wish to cycle to school with lessons provided on cycle safety and maintenance.
- Active encouragement of the use of existing, local public transport services for access to the school;
 - Website links to public transport operators;
 - Raise awareness of Zip Oyster Cards that allow free bus travel for children aged 11-15 yrs;
 - Easy to understand mapping made available to students and staff of most direct and safe routes to bus stops, rail and underground stations.
- The implementation of a personalised sustainable travel planning service;
 - Parents / guardians provided with the opportunity to discuss the travel options available for their children when accessing AHFS.
- Working in partnership with Travel Plan officers at the Council and TPC's at other local schools;
 - Develop partnerships to promote sustainable travel, coordinate joint activities and share ideas;
 - Students to be involved in road safety initiatives, environmental and active travel voluntary organisations.
- Set up list of marshalls, rota and 'back up' marshalls for both AM and PM drop-off / pick-up periods on every school day – ensuring 4-5 marshalls are on-site at the car park to the south of the site to manage traffic flow. Marshalls should be provided with a strategy document for effective traffic management;
- Provide staff presence at key crossing locations around the school to promote safety of students, staff and visitors;
 - Analysis of personal injury accident records undertaken within our submitted Transport Assessment showed that a number of accidents involving pedestrians have occurred at the signal junction to the east of the site as a result of the misuse or misunderstanding of crossing facilities. As noted previously, a junction improvement proposal has been put forward by MTP and agreed in principle with Harrow Council Highways which delivers an additional controlled crossing over the northern arm of the signalised crossroads to the east of the site.



- Parents agreeing and signing a 'Travel Plan charter' committing to the minimisation of car travel wherever possible. All school parents will be required to agree and sign the Travel Plan Charter as part of the application process for their child to attend the school.

Travel Information

Website

- 6.3 The school will update the travel page on its website. It will include information about the role of the Travel Plan and the importance of minimising trips by car. It will also set out details of all the modes of transport available for travelling to and from the school and the benefits of using them. The website will also display information about the benefits of using these 'active' modes of transport.
- 6.4 Details of the public transport services available in the vicinity of the site will also be set out on the website. Links to public transport websites such as <http://www.tfl.gov.uk/> will be included.
- 6.5 The website will also be used to share information about the progress of the Travel Plan, including the results of travel surveys. In this way, staff, students and parents/ guardians will all be able to access the information and will therefore feel involved in the Travel Plan.
- 6.6 A link to a copy of the Travel Plan will be included on the AHFS website so that the aims and objectives of the Travel Plan, as well as the school's commitment to meeting targets can be viewed by those who travel to/ from the site.

Notice Boards

- 6.7 Notice boards will be placed in a communal area near the entrance of the main building and in the staff room. The notice boards will display information related to the Travel Plan and sustainable transport. They will display details of existing facilities such as bus routes and the locations of the nearby underground and rail stations, in addition to cycle routes in the vicinity of the school.
- 6.8 Information on notice boards will promote upcoming events, and will also display the results of past events. The aim will be to motivate the community to support Travel Plan activities by seeing the results and the benefits of the implemented initiatives.
- 6.9 Pupils will be provided with the opportunity to prepare their own sustainable travel material to be presented on notice boards.

Newsletters / Blogs

- 6.10 Updates to the Travel Plan, survey results and new initiatives will be included in newsletters / blogs that are available to parents/ carers. Continued support of the Travel Plan is more likely if regular progress updates are given.



- 6.11 Newsletters, blogs and emails will also be used as a means of communicating local changes that may affect travelling to the site.

Meetings and Open Days

- 6.12 Open Days for future students will include information about the Travel Plan so that potential students can consider their travel options prior to starting to attend the school.
- 6.13 When appropriate, updates about the Travel Plan will be included on the agenda at staff meetings. In addition, student meetings may be used as a means of communication regarding travel related issues.
- 6.14 Meetings with external parties may also include information about the Travel Plan so that other local organisations are kept aware of the measures that the school has put in place to promote a healthy community and to protect the environment.

Walking

- 6.15 Walking to the school and the health benefits attributed to walking will be actively promoted through the school website. Walking is a form of 'active travel' that represents an important element of recommended daily exercise. Students and parents/guardians will be made aware of the pedestrian access routes to the school.
- 6.16 The school will arrange for the TfL Safety and Citizenship team and Harrow Council's Safer Transport Team to speak at school assemblies and provide key information on pedestrian and general travel skills. This will include specific guidance on the use of local pedestrian crossing facilities. Staff will also be provided with road safety and awareness training.
- 6.17 The school and TPC will actively promote participation in initiatives such as 'Walk to School Week', 'International Walk to School Month' and 'Walk in May'. Promotion will be undertaken using TfL toolkits (linked to the STARS programme), through incentivised competitions and promotional assemblies. These events aim to reduce car usage as well as promote the health, social and environmental benefits of walking.
- 6.18 Staff will be provided with access to a locker. This supports travel by foot by removing the need to transport everything home on a daily basis. It also allows the safe and secure storage of coats and umbrellas. The requirement for lockers for pupils will be monitored.
- 6.19 The school will coordinate with parents / pupils to set up 'walking buses' to escort students to / from the school from local residential catchments. Where possible, the school will use walking as a mode of transport for school trips / places of interest (combined with other sustainable modes where required). Walking buses will also be used as a method of educating children on the use of crossing facilities and more specifically the safest facilities to use in accessing the school.



Cycling

- 6.20 Cycle parking facilities will be provided at AHFS in accordance with current London Plan standards of 1 cycle parking space per 8 staff or students. Cycle parking will be provided in a secure, covered location.
- 6.21 The TPC will arrange events to promote staff and parent cycling to the school in conjunction with local and national events.
- 6.22 In addition, cycle training will be provided to older students through the Government-supported 'Bikeability' scheme (www.dft.gov.uk/bikeability). The TPC will liaise with Harrow Council with the view to setting this up at the School annually to provide students with the opportunity to increase their confidence and to improve their road safety awareness. The 'Bikeability' training courses also assist individuals with planning cycle routes for students and parents between home and the School.
- 6.23 Staff will have access to showers. This facility will encourage cycling by providing an opportunity to freshen up and change clothes if necessary after the journey to school.

Public Transport

- 6.24 AHFS is served by five frequent public bus services during the periods at the start and end of the academic day. The school website will include direct links to external websites that provide timetable information and route maps for these bus services and connecting services. Links will also be provided to rail and underground sites and journey planning websites including <http://www.transportdirect.info> and the TfL journey planner at <http://www.tfl.gov.uk/plan-a-journey>.
- 6.25 AHFS will actively encourage pupils to become 'Youth Travel Ambassadors' (YTAs). YTA is a youth-led TfL programme for Secondary Schools and Sixth Forms, where teams of up to 12 pupils are supported by the London Transport Museum and Harrow Council to create a behavioural change in local travel. The YTA programme contributes towards STARS accreditation.
- 6.26 Notice boards will also be used to display details of the bus routes that stop in the vicinity of the school and the routes that they connect to so as to help staff and students to plan their journeys. A map showing the location of the nearby bus stops, railway station and underground station will also be on display. New Year 7 students will be provided with guidance on the safe and active use of public transport and other sustainable travel modes within their introductory student handbooks. New Year 7 students will also be provided with practical independent travel training by the school's YTA team.
- 6.27 The school will arrange for the TfL Safety and Citizenship team and Harrow Council's Safer Transport Team to speak at school assemblies and provide key information on local public transport, and promote responsible behaviour on public transport.



6.28 Staff will all be issued with information about travelling by public transport and the benefits of purchasing season tickets and/or an Oyster Card. Staff will also be able to take advantage of Season Ticket loans and the government's cycle to work scheme enabling them to purchase bikes tax free via the school. Public transport will be used for school trips wherever feasible.

6.29 It should be noted that through consultation with the GLA and Transport for London (TfL) it has been identified that the route 186 bus, which runs along Wemborough Road, experiences capacity concerns at peak times. TfL have confirmed that Mayoral funds are available to mitigate the public transport impacts of free school developments, and they will contribute £75,000 to operate an additional AM and PM peak service on route 186 (exact timings to be confirmed – for confirmation see email at Annex 5). The bus will be double-deck and accommodate 87 seated passengers (with additional standing capacity).

Staff Car Sharing

6.30 Staff will be encouraged to car share. A car sharing company will be used to pair staff living in the same locality, with staff records updated on an annual basis (as advised to the car sharing company by the TPC with staff permission). The car sharing company will undertake the relevant vehicle and driver checks prior to pairing staff.

Personalised Sustainable Travel Planning

6.31 Parents to new students at the school will be offered the opportunity to discuss their travel needs with the TPC. This will help them to consider all the options available to them and to understand the role of the AHFS Travel Plan.

Curriculum and Partnership

6.32 The school will use the school curriculum, particular through PE and Science to educate children in the benefits and environmental impacts of sustainable travel. Exercises in sustainable travel routing and planning will also be undertaken as part of Geography lessons.

6.33 The school will build partnerships with the TfL Safety and Citizenship team, Harrow Council's Safer Transport Team, local Police and MPs in order to promote and build the School Travel Plan.

Coordinated Traffic Marshalling and Travel Planning with Local Schools

6.34 Owing to the staggered start / finish times of AHFS, it is not envisaged that there would be simultaneous drop-off / pick-up activity with Whitchurch Schools. It is however noted that a consistent and coordinated approach should be taken by both schools when managing traffic through the public car park area to then south of the site.



- 6.35 On this basis the Avanti House School will set up termly meetings with Whitchurch Schools to ensure that any travel issues between the schools are raised and addressed, and that coordinated approaches are taken to traffic marshalling with car sharing between siblings at separate schools encouraged.
- 6.36 Topics covered at such meetings will include marshalling schedules (ie. who is marshalling traffic over each drop-off / pick-up period), a review of traffic conditions within the car park and identification of remedial measures / additional marshall resourcing as required.
- 6.37 Stanburn School will also be invited to attend to share their views on local Travel Planning issues and ensure consistent approaches are taken to Travel Planning by each school. For instance, should any of the schools notice poor drop-off / pick-up behaviour eg. blocking of public highway or private drives / accesses, this information will be shared between the schools and appropriate action taken.



7. TRAVEL PLAN TARGETS AND ACTION PLAN

- 7.1 As is noted in the preceding sections, a key aspiration of the AHFS Travel Plan is to increase awareness of the sustainable travel options available for travel to/ from the site, with the objective of ensuring that journeys to and from the school are made by alternative modes of transport. The comprehensive TfL STARS monitoring and review programme will be put in place enabling the progress of the Travel Plan to be checked in the context of specific targets.
- 7.2 In order to achieve the aims and objectives of the Travel Plan, it is recognised that a clear framework of targets and milestones for implementation is required against which its success can be judged. This will be achieved through the Action Plan. The targets and milestones defined within the Action Plan are designed to be transparent, realistic and justified in the context of current National and Local Government guidance.
- 7.3 The Action Plan is not intended to be exhaustive and the TPC, in conjunction with the TPWG, will review and revise the list at appropriate milestones and investigate other potential initiatives. A comprehensive STARS Action Plan is provided with Annex 2.
- 7.4 The Action Plan will be reviewed by the TPC and the TPWG to check performance and to identify the need for any corrective actions that may need to be put in place. A revised Action Plan will then be incorporated into future updates of the Travel Plan. An indicative Action Plan is provided in Table 7.1.

Table 7.1 AHFS Travel Plan - Action Plan

Action	Timescale	Responsibility
Appoint Travel Plan Coordinator	In advance of 2017/18 academic year	AHFS
Update 'Travel' page on the school website	In advance of 2017/18 academic year	TPC
Provide cycle parking	In advance of 2017/18 academic year	Developer
Engage with parents regarding school bus facility	In advance of 2017/18 academic year (ongoing)	TPC
Display information about the Travel Plan on notice boards	Prior to initial occupation and updated regularly	TPC
Set up / review the TPWG	Within the first half of the Autumn Term	TPC
Undertake initial travel survey	Autumn term 2017/18	TPC and TPWG



Table 7.1 (Cont.) AHFS Travel Plan - Action Plan

Action	Timescale	Responsibility
Produce a Full Travel Plan for submission to Harrow Council (TfL STARS compliant)	6 months into 2017/18 academic year	TPC and TPWG
Achieve TfL 'Silver' Level accreditation	By end of 2017/18 academic year	TPC and TPWG
Achieve TfL 'Gold' Level accreditation	By end of 2018/2019 academic year and maintained thereafter	TPC and TPWG
Re-issue travel surveys to staff and students	Annually	TPC and TPWG
Update the Action Plan and submit the updated report to Harrow Council	Annually within 3 months of undertaking travel surveys	TPC and TPWG
Include travel related information in newsletters / blogs	Termly	TPC and TPWG
Organise sustainable transport events such as 'Walk to School Week' and 'Car Share Week'	Annually	TPC

TfL STARS Targets

- 7.5 The predominant indicator of the success of a Travel Plan is generally considered to be a change in the modal split of trips to and from the site with a greater proportion of trips by non-car modes and a reduction in the number of single occupancy vehicles. An initial modal split has been identified on the basis of the existing school location, pupil catchment and TRICS data. On this basis targets have been set over the first five years of occupation with STARS 'Silver' accreditation targeted within one year and 'Gold' accreditation by year 2 to be maintained thereafter.



Table 7.2 Travel Plan Targets

Mode	Baseline Modal Split*	2017/18 (540 students)	2018/19 (720 students)	2019/20 (900 students)	2020/21 (1080 students)
Car Occupants	15%	12%	9%	9%	9%
Cycle	1%	2%	3%	3%	3%
Walk	33%	34%	35%	35%	35%
Public Transport	36%	37%	38%	38%	38%
School Bus	15%	15%	15%	15%	15%
TOTALS	100%	100%	100%	100%	100%

- 7.6 It should be noted that in order to derive future targets, staff and pupils surveys will be undertaken at the start of the 2017 / 2018 academic year, the results of which will form the baseline modal split for future assessment. Any amendments to targets will be subject to agreement with the Harrow Council travel planning team.
- 7.7 Should targets not be met at years 3 and 5, financial sanctions will be imposed to fund additional measures to support the travel plan and increases the school's sustainable mode share.



8. MONITORING AND REVIEW

Monitoring

- 8.1 AHFS is committed to the regular monitoring and review of the Travel Plan as a means of ensuring that it meets the aims, objectives and targets set within the Plan. An annual programme of monitoring and review will be put in place to generate information by which the success of the Travel Plan will be evaluated.
- 8.2 Monitoring and review will be the responsibility of the TPC. It is expected that the TPWG will be able to assist with the process. All monitoring will be compliant with TfL's ATTrBuTE guidance and TfL's STARS school travel plan assessment criteria.
- 8.3 The most important part of the monitoring process will be the regular re—survey of students and staff on an annual basis. The main purpose of the surveys will be to identify modal split and monitor staff and student travel patterns. The results of these surveys will be analysed by the TPC and Harrow Council School Travel Plan Officer and will form a key element of the monitoring process. The surveys will seek to understand why certain modes of transport are used and to identify any possible barriers to using sustainable modes of transport.
- 8.4 All members of the AHFS community will be encouraged to comment upon the success or otherwise of the Travel Plan and general travel issues throughout the academic year. Information gathered through the monitoring process will be recorded for input to the annual review process.
- 8.5 Monitoring the use of the cycle parking facilities will also take place at the same time as the surveys are undertaken. This will be an important action to ensure that the supply of cycle parking remains sufficient.
- 8.6 Following the travel survey that will take place in the Autumn term of the 2017/18 academic year, the Action Plan will be reviewed. The TPC will discuss the actions with the School Travel Advisor at Harrow Council to agree any changes prior to implementing them. Further surveys will then be undertaken annually in the Autumn term of the following two years so as to be able to compare the modal split at the same time of year on an annual basis.

Review

- 8.7 The results of the monitoring process, and in particular the travel survey results, will be compiled into an updated TfL STARS accredited Travel Plan and Monitoring Report. The Monitoring Report will contain the modal split as identified through travel surveys compared with the baseline modal split set out in this report. The results will show the progress of the Travel Plan towards meeting objectives and targets.



- 8.8 The results of the surveys and monitoring will be reported annually to the Harrow Council travel planning team to ensure targets are being met.
- 8.9 Minutes of the TPWG meetings will also be recorded for use within the review process. In addition, any feedback from Governor meetings specifically related to the Travel Plan will also be recorded and reported within the Monitoring Report.
- 8.10 If the Monitoring Report shows that targets are not being met at years 3 and 5, financial sanctions will be imposed to fund additional measures to support the travel plan and increase the school's sustainable mode share.

ANNEX 1

Criteria for STARS Accreditation for academic year 2014/15

Bronze criteria – Silver criteria – Gold criteria			
School Profile information		Hands up surveys and targets	
School details		Hands up survey completed for pupils with at least an 90% respondent rate	
DfE number		reason given if not achieved	
Type of school		Staff hands up surveys completed	
Age range		Modal shift away from the car must be achieved for silver level	
Number of pupils including nursery		Mode shift away from car of at least 6% is required for gold level or 90% must travel by non-car modes	
Number of staff full time and part time		Targets set for a minimum of two modes	
School opening and closing time		Targets from last academic year achieved or exceeded for specific modes of travel for gold level	
Catchment area			
Facilities			
Engineering e.g. pedestrian guard railing, zebra crossing, traffic calming outside school			
Working group members - Pupils are required for silver and gold level accreditation			
All Silver consultations required		All Gold Consultations required	
All items in silver must be completed to achieve silver level – consultations completed in the current or previous 3 academic years are valid (2011/ 12-2014/ 15)		All items in gold must be completed to achieve gold level – consultations completed in the current or previous 3 academic years are valid (2011/ 12-2014/ 15)	
The school has an STP working group (should include student representatives)		Residents and neighbours are aware of the schools plans to promote more safe and active travel	
Whole school community involvement: Evidence of minutes of meetings with governors, staff, management team and school council		The travel plan is an agenda item on at least one governors' senior management meeting a year	
Pupil involvement: evidence of pupils work relating to the plan (e.g. updating plan, run travel initiatives, survey analysis, posters, monitoring of WoW)		Safe and active travel is part of the School Improvement Plan/ School Development Plan.	
The school has carried out in depth research/alternative consultation methods (e.g. walking/cycling audits with pupils, mapping exercises)			
Conducted consultation with parents: Evidence of questionnaires, survey results			
Validity of initiatives – Completed initiatives carried out in the current and previous academic year (2013/ 14 - 2014/ 15) count towards bronze level, the current and previous 2 academic years (2012/13 - 2014/15) for silver level and the current and 3 academic years (2011/12 – 2014/15) for gold level.			
Bronze award You need to complete 10 different travel initiatives from Walking, Scooting, Cycling, Road Safety, Smarter Driving and Public Transport. No evidence required, but recommended.			
Silver award You need to complete 20 different travel initiatives from Walking, Scooting, Cycling, Road Safety, Smarter Driving and Public Transport. Evidence needs to be provided for each item; this can be a photograph, minutes, a letter or a poster etc to show the initiative was completed.			
Gold standard You need to complete 25 different travel initiatives from Walking, Scooting, Cycling, Road Safety, Smarter Driving and Public Transport. Evidence needs to be provided for each item. You must also demonstrate an outstanding level of participation in, walking, cycling, road safety, smarter driving, public transport or a pupil led project, which needs to be entered into the STARS tab.			
If your school is unable to meet specific criteria, contact your borough officer for discussion and state the reason in the comments box on the online system 'sign off page'.			

Walking/scooting, Cycling and Road Safety				Public Transport / Smarter Driving	
WoW (Walk on Wednesdays), Step Up or Free your Feet		TfL New Families toolkit (walking and cycling - primary schools)		School promotes car sharing/has a car pool scheme	
Walk to school week (WTSW)		TfL New Pupils toolkit (walking and cycling – secondary schools)		Car free days	
October Walk to school month (WTSM)		TfL Bikers Breakfast Toolkit		Park and walk/car free zone in place	
Other walking events/competitions		TfL Cycle Club toolkit (primary)		Removal of car parking spaces	
Other walking reward schemes		Cycle parking/cycle pod Installed		Lobbied for speed reduction	
Walking bus in place		Cycling trips/holidays/excursions		Highway code is promoted to students, staff and parents	
Walking trips		Cycling lessons (PE)		TfL Zig Zag – Park and walk toolkit	
TfL Big Walking Month Toolkit (Primary)		Cycling at break times (SEN)		School keep clear / zig zag enforcement	
TfL Walking and Running Toolkit (Primary)		Pool bike/scooter system in place		Other smarter driving initiative - 1	
Independent travel training		Cycling competitions/schools cycle challenge		Other smarter driving initiative - 2	
Road Safety Talks		Other cycle reward schemes		Public transport used for school trips	
Pedestrian skills training		Bike week		School promotes public transport	
Junior Citizen weeks		Bikers breakfast		Use of transition resources (E.g. TfL Start your journey Zcard)	
JRSO's / JTAs in place (KS1/2)		Bike maintenance sessions		TfL Safety and Citizenship have visited	
YTAs in place (KS3)		Cycle club in place		School promotes responsible behaviour on public transport	
Children's Traffic Club (Essential for nurseries)		Balance Bike training		Private coaches used for school trips, pick up and set down follow a strict code of conduct	
Scooter storage installed		TfL Big Bikers Breakfast toolkit (secondary)		Additional information SEN, Nursery, PRU and Infant schools	
Scooter training		TfL Cycle track toolkit		Personal Safety	
TfL Scooter and bike pool toolkit (primary)		Other walking, cycling or road safety initiative - 1		Other public transport initiative - 1	
Cycle training for staff and/or parents		Other walking, cycling or road safety initiative – 2		Other public transport initiative - 2	
Pupils cycle training (E.g. Bikeability)		Total for W,C&RS		Total for PT &SD	
Supporting Activities <u>Bronze level</u> You need to complete a minimum of 6 supporting activities from the following categories; at least 3 Curriculum activities, 2 Promotion activities, 1 Partnership or Funding activity. No evidence required but recommended.					

Silver level

You need to complete at least 10 supporting activities from the following categories; a minimum of 4 Curriculum activities, 4 Promotion activities, 2 activities from Partnerships and Funding. Evidence needs to be provided for each activity.

Gold level

You need to complete at least 15 supporting activities from the following Categories from Promotion, Curriculum and Partnerships and Funding.

Evidence needs to be provided for each activity.

Please note: If your school is unable to meet specific criteria, contact your borough officer for discussion and state the reason in the comments box on the sign off page (STARS website)

Promotion		Curriculum	
Newsletter		School takes part in competitions (E.g. WoW badge design)	
Notice Board		Cycle curriculum resource (KS2 or KS3)	
Competitions		Curriculum Focus on the Environment i.e. cleaner air, carbon reduction (KS1 & 2)	
Councillor/MP/Mayor invited to an event		School teaches the health benefits of safe and active travel in PSHE, Science, or PE.	
Presenting to/sharing ideas with other schools		School teaches the environmental benefits of active travel in PSHE, Geography etc	
Information on the website		Theatre In Education	
Assembly		A-Z traffic tales (KS1)	
Within the Prospectus		Just a journey (KS2)	
Letter from Head Teacher to Parents		Life's journey (KS3)	
Info sent to residents		In a flash (Post 16)	
Local media		Learning zone (KS3+4)	
Distributing cycling and public transport maps		For SEN schools sustainability, active travel and road safety education is included in the curriculum	
Parents' evenings/Induction evenings		Other curriculum work	
Parent coffee mornings		Mapping exercises – route planning	
Other promotion method		Pupil journey planning	
Total Promotion		Total Curriculum	
Funding		Partnerships	
School needs to show funding has been identified and obtained other sources of funding aside from that available from Transport for London and the local authority –provide information and evidence	Information and how much	Attendance at TfL/ borough school travel workshop	
		Police/Safer Neighbourhood Team	
		Local councillors/Mayor/MPs	
		School is working towards or has achieved Eco School status	
Buddy schools – running joint initiatives with schools and advising on school travel activities			
School works with local charities/NGOs to promote safe and sustainable travel			
School working towards or has achieved healthy schools status			
Other Partnership			
Total Partnerships			
Additional information to justify why criteria not met or why should be a <u>Silver</u> or <u>Gold</u> STARS Accredited			

ANNEX 2



**Avanti House Free School,
Whitchurch Playing Fields**



School Travel Plan

[To be Completed on Occupation]





1. Introduction

Description of the School	
School Name:	Avanti House School
School Address:	Wemborough Road, Stanmore, HA7 2EQ
Travel Plan Coordinator:	TBC
Telephone Number:	020 8249 6830
Email Address:	avantihouse@avanti.org.uk
Website Address:	http://www.avantihouse.org.uk
DcSF Number:	310/4000
Type of School:	Secondary
Location of the school:	North of Wemborough Road, west of Marsh Lane and east of Abercorn Road
Pedestrian & school entrances:	Single pedestrian and vehicular access point from the public car park to the south of the site (accessed from Wemborough Road)

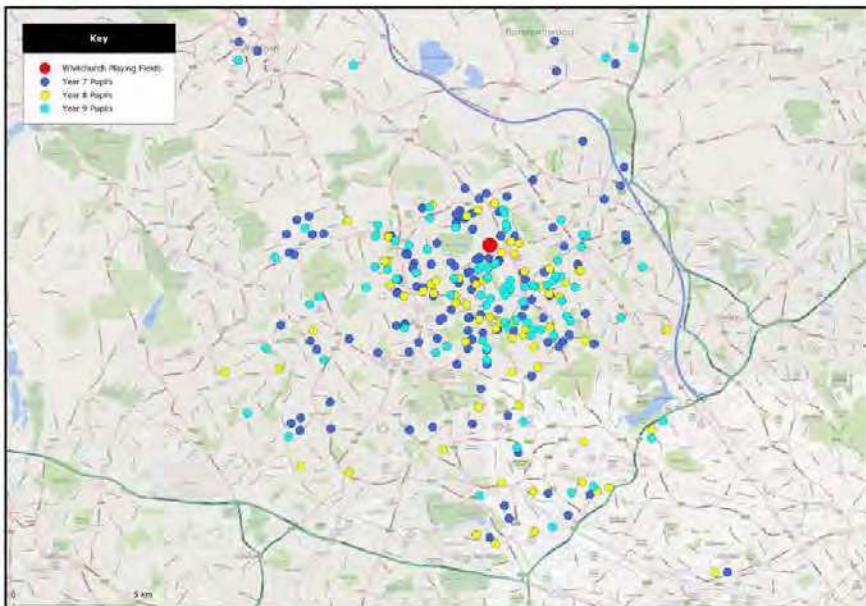


Description of the School

School Map:



Catchment:





Facilities		
	Description	Numbers
Car Park	No. staff parking spaces	69 [Shared staff and visitor]
	No. visitor spaces	69 [Shared staff and visitor]
	No. disabled spaces	6
Cycle Storage	Received free Cycle Storage (Mayor's Scheme):	
	Covered Sheffield Stands:	173 [long stay]
	Sheffield Stands:	12 [short stay]
	Cycle Racks:	
	Cycle Pod / Mini Pod:	
	Other Cycle Spaces:	
	Scooter Parking Available:	
If storage is available, how secure is it?		
Storage Lockers:	No. staff storage lockers:	
	No. Pupil storage lockers:	
Shower Facilities	Are staff shower facilities available?	
	Are pupil show facilities available?	



School opening and closing times:		
	Start Time:	Finish Time:
School Site:	07:00	17:30
Pupils official school time	07:45 (KS4), 08:15 (KS3), 09:45 (KS5)	15:45 (KS3/4), 17:30 (KS5)
Breakfast club (if applicable)	07:00	08:00
Afterschool club (if applicable)	15:45	16:45

Transportation Links	
Buses	<p>The nearest bus stops to the application site are located on Wemborough Road, the closest being 250m west of the main pedestrian entrance to the school. The bus stops further west are provided with bus shelters, seating, timetable information, with the exception of Stop BL which is not provided with sheltering. These stops are served by route 186.</p> <p>To the east of the site, services 79, 186 and 340 stop regularly along Whitchurch Lane and benefit from shelters, seating and timetable information. Route 79, 186 and 340 operate services approximately every 12 minutes during weekday daytime hours.</p> <p>A bus stop for Route N98 is located 480m south of the site on Honeypot Lane and is provided with a bus shelter, seating and timetable information. Route N98 provides approximately 4 buses per hour during weekday daytime hours.</p> <p>Abercorn Road, west of the school, links bus service 324 which stops approximately 420 metres from the school entrance. The service runs between Stanmore Station and Brent Cross via Kingsbury and provides approximately 3 buses per hour during weekday daytime hours.</p>



Transportation Links	
Trains / Tubes	<p>The nearest train / LU station to the proposed school is Canons Park, approximately 600 metres (10 minute walk-time) to the east. Canons Park is operated by London Underground on the Jubilee Line located between Stanmore to the north and Queensbury to the south. A service is provided every 5 minutes and bus routes 79, 186 and 340 stop outside then station.</p> <p>Edgware Station (London Underground) is the northern terminus on the Northern Line, approximately 2.4km from the proposed site and is served by bus routes 79, 186 and 340.</p>
Roads	<p>Wemborough Road is provided with lit footways on both sides of the carriageway and approximately 10 metres from the main site entrance is a pelican crossing across Wemborough Road. Existing school signage and carriageway markings are present alerting drivers to the fact that children will be crossing the road.</p> <p>Pedestrian infrastructure within the vicinity of the site is of a good standard with pedestrian crossing points present along key pedestrian desire lines and the local footway network provided with lit footways. Abercorn Road to the west of the site benefits from three pedestrian crossing points along the length of the road.</p> <p>The 4-arm roundabout located to the west of the site benefits from safe pedestrian crossing zones, with either zebra crossing facilities or pedestrian refuge islands and tactile paving on all arms of the junction.</p> <p>Located to the east of the site is a signalised crossroad junction linking Marsh Lane / Whitchurch Lane (B461) / Honeypot Lane (A4140) / Wemborough Road which benefits from pedestrian crossings with tactile paving and pedestrian refuge islands on all arms of the junction. Honeypot Lane is provided with signalised pedestrian crossing facilities.</p> <p>Wemborough Road benefits from dedicated on-road cycle lanes as does Marsh Lane. Whitchurch Lane benefits from on-road cycle markings (diag. 1057) alerting drivers to the presence of cyclists. A dedicated cycle lane is present along the eastbound side of the carriageway approximately 160 metres from the signalised junction.</p>

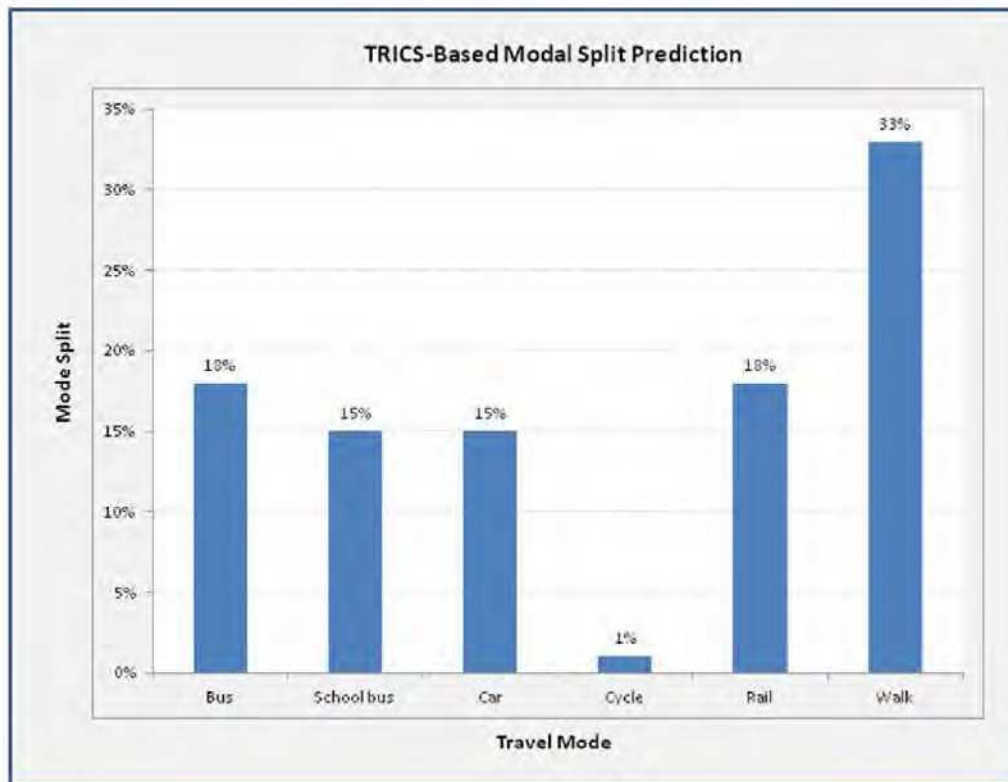


Pupils and Staff Numbers	
Pupils roll:	1,260 (Max)
Age range of pupils:	11-18
Number of pupils entitled to SEN transportation and how their needs are taken into account:	
Full-time staff roll:	
Part-time staff roll:	
Support staff roll:	
Use of school outside of school hours including extended school activities:	
Other information about the pupils who attend our school:	
Other information about the people who work at our school:	



2. Survey Results (Predicted)

TRICS Generated Travel Mode Predictions (Students & Staff)



	Actual Mode of Travel									
	Bus	School bus	Car	Car Share	Cycle	Park / Stride	Rail	Scoot	Walk	Other
2015 % (TRICS)	18%	15%	15%		1%		18%		33%	
2017 % (Surveyed)	TO BE COMPLETED ON OCCUPATION									



3. Working Group & Involvement [TO BE COMPLETED ON OCCUPATION]

Working Group	



4. Travel and Transport Issues [TO BE COMPLETED ON OCCUPATION]

Original Travel and Transportation Issues

Details of the Issue/concern	Photo	Is this still an issue?	Please Explain:

New Travel and Transportation Issues



5. Objectives and Targets

Modal Shift

	Bus	School bus	Car	Car Share	Cycle	Park / Stride	Rail	Scoot	Walk	Other
2018 % (Target)	TO BE COMPLETED ON OCCUPATION									
2017 % (Surveyed)	TO BE COMPLETED ON OCCUPATION									

New Objectives

S1. Committed to ensuring that everyone travelling to and from the school can do so as safely as possible - The school will encourage staff and students to make transport choices that demonstrate absolute regard for the need to minimise potential damage to the environment.

S2. To raise awareness of road safety and environmental issues relating to mode of travel choices.

AO1. Ensure that staff and students travel to and from the school by foot, bicycle and/or public transport and that they are offered assistance in identifying routes by which they can travel by these modes.

AO2. To maximise opportunities for the use of alternative modes of travel.

H1. Aim to provide a focus for a range of initiatives to encourage journeys to the school by sustainable modes of transport and to inform the targets that in turn will assist in identifying and evaluating its success or otherwise.


H2. To increase awareness of the health benefits of walking and cycling to the school

E1. To reduce congestion on surrounding roads thereby improving road safety and minimising the effects in terms of emissions.

New Targets



6. Consultation and Collaboration

Code	Activity	Details
 S1	The school has an STP working group (should include student representatives).	
 S2	Conducted consultation with parents: Evidence of questionnaires, survey results.	
 S3	Whole school community involvement: Evidence of minutes of meetings with governors, staff, management team and school council.	
 S4	Pupil involvement: evidence of pupils work relating to the plan (e.g. updating plan, run travel initiatives, survey analysis, posters, monitoring of WoW).	
 S5	The school has carried out in depth research/alternative consultation methods (e.g. walking/cycling audits with pupils, mapping exercises).	
 G1	Residents and neighbours are aware of the schools plans to promote more safe and active travel.	
 G2	The travel plan is an agenda item on at least one governors/ senior management meeting a year.	
 G3	Safe and active travel is part of the School Improvement Plan/ School Development Plan.	



7. Initiatives – Action Plan

Planned Initiatives

Initiative	Details	Reporting	Evidence (where required)
Walking			
W1 Walk on Wednesday, Step Up or Free Your Feet	On occupation	Ensure participation in walking initiatives such as 'Walk on Wednesdays'.	
W3 Walk to school week	On occupation	Publicise local pedestrian routes on school website and promote participation in 'Walk to School Week' in May every year.	
W7 Walking Bus	On occupation	Set up walking bus to escort children to / from local home locations.	
W8 Walking Trips	On occupation	Whenever possible students should walk to places of interest for trips.	
W9 Independent Travel training	On occupation	Inclusion Team to work closely with students to develop independent travel eg. through 1:1 bus trips or sessions about independent travel.	
W10 Pedestrian skills training	On occupation	TPC to book in skills training with road safety officer.	
W12 Travel skills training	On occupation	Travel skills training to be provided to students + arrange visits from TfL Safety and Citizenship team / Harrow Council Safer Transport Team.	



Initiative	Details	Reporting	Evidence (where required)
Cycling			
C4 Cycle training for pupils (E.g. Bikeability)	On occupation	Provide cycle training through the Government-supported 'Bikeability' scheme (www.dft.gov.uk/bikeability). Undertake cycle trips / excursions to build skills and confidence.	
C7 Cycling lessons	On occupation	Provide cycling lessons as part of PE curriculum.	
C18 Other cycle initiatives	On occupation	Provide lessons on cycle safety and maintenance. Set up a 'cycle club' for all pupils cycling or proposing to cycle to school.	
Smarter Driving			
SD1 School promotes car sharing/has a car pool scheme	On occupation	Encourage car-sharing by setting up school database where parents can register to find other local people travelling to the school.	
SD6 Highway Code education	On occupation	Promote highway code to students and staff through assemblies. Remind parents of parking awareness during school drop-off / pick-up periods and through newsletters / blog.	
SD7 Other Smarter Driving Initiatives	On occupation	Set up list of marshalls, rota and 'back up' marshalls for both AM and PM drop-off / pick-up periods on every school day – ensuring 4-5 marshalls are on-site to manage traffic flow. Marshalls should be provided with a strategy document for effective traffic management.	
Public Transportation			



Initiative	Details	Reporting	Evidence (where required)
PT1 Public transport used for school trips	On occupation	Use public transport for school trips (risk assessments to be completed).	
PT2 School promotes public transport	On occupation	Use school assemblies and parent newsletters to encourage use of local TfL bus services.	
PT3 Use of transition resources	On occupation	Continue to provide guidance on safe and active travel within Year 7 student handbooks.	
PT4 School invites experts / organisations to talk about personal safety	On occupation	Invite representatives from TfL and Harrow Council Safer Transport Team to attend and deliver assemblies on safety and citizenship.	
PT5 School promotes responsible behaviour on public transport	On occupation	Ensure students attend assemblies where TfL / Harrow Council Safer Transport Team representatives provide tips about behaviour and personal safety.	
PT7 Other public transportation initiatives	On occupation	Maintain engagement with TfL on the delivery of additional bus services for pupils.	
PT7 Other public transportation initiatives	On occupation	Provision of privately run school bus service with strategic pick-up / drop-off points to offset car trips.	
PT9 TfL Safety & Citizenship invited to talk to pupils	On occupation	Invite TfL Safety and Citizenship team to deliver assemblies to all school year groups.	



Initiative	Details	Reporting	Evidence (where required)
Promotion			
PR1 Newsletter	On occupation	Within newsletter and blogs provide updates on Travel Plan, survey results and new initiatives.	
PR2 Notice Board	On occupation	Notice boards to be placed in a communal area near the entrance of the main building and in the staff room. Notice boards will display information related to the Travel Plan and sustainable transport. They will display details of existing facilities such as bus routes and the locations of the nearby underground and rail stations, in addition to cycle routes in the vicinity of the school.	
PR2 Notice Board	On occupation	Students to prepare presentations board on sustainable travel and display at a central location within the school.	
PR4 Assembly	On occupation	Arrange regular assemblies with guest speakers providing information on road safety / cycling / citizenship / public transport.	
PR5 Parents / Induction evenings	On occupation	Provide Travel Plan information as part of evening events for parents / students.	
PR6 Information on website	On occupation	Update school website to provide page on travel, including information on walk / cycle initiatives, public transport, and updates on the Travel Plan.	
PR7 Councillor / MP / Mayor invited to an event	On occupation	Arrange for local MP to visit school.	



Initiative	Details	Reporting	Evidence (where required)
PR8 Within the Prospectus	On occupation	Update school prospectus to include statement on Travel Planning and expectation that wherever possible students should travel to school by sustainable modes.	
PR14 Distributing cycling and public transport maps	On occupation	Publicise improvements to local cycle routes and public transport information via school website / newsletters.	
Road Safety			
R4 Other Road Safety Initiatives	On occupation	Stagger start / finish times by key stage to alleviate traffic impact.	
R5 School crossing patrol	On occupation	Provide staff presence at key crossing locations around the school to promote safety of students, staff and visitors.	
R6 Pedestrian skills training	On occupation	Arrange pedestrian skills training from road safety officer.	
R7 Road safety talks	On occupation	Arrange senior leaders or TfL representatives to deliver assemblies on road safety and citizenship.	
Curriculum			
CU2 School teaches the health benefits of safe / active travel	On occupation	School to deliver assemblies on safe / active travel.	



Initiative	Details	Reporting	Evidence (where required)
CU3 School teaches environmental benefits of active travel	On occupation	Use science curriculum to demonstrate need for active transport and identify impact on environment.	
CU14 Mapping exercises – route planning	On occupation	Use route and planning exercises as part of geography work.	
Partnerships			
P1 Police / Safer Neighbourhood Team	On occupation	Invite Police / Harrow Council Safer Transport Team to deliver assemblies to students.	
P2 Local councillors / Mayor / MPs	On occupation	Arrange for local MP to visit and take part in Q&A with Travel Plan Working Group.	
P4 School is working towards or has achieved healthy schools status	On occupation	School to work towards 'Healthy Schools' status.	
P9 Attendance at TfL / Borough school travel workshop	On occupation	School to arrange attendance at workshop.	
P10 Buddy schools – running joint initiatives with schools and advising on school travel activities	On occupation	School to liaise with Whitchurch Schools in particular to managing drop-off / pick-up in car park to south and sharing of resources.	



8. Monitoring and Review

Our next hands up surveys be on:

Our Annual Progress review will be completed in:

The person responsible for ensuring that the annual review will be actioned is:

When reviewing our School travel Plan we will take into consideration any issues arising from new developments in education and transport since the original STP was completed with specific emphasis on the proposed school expansion.

9. Sign Off

School Name:

School travel plan champion:

Year of school travel plan document:

Approval of the school travel plan by the school travel plan champion confirms the schools management (including but not limited to the Head Teacher and Governors) have read, understood and agreed to the contents of this document. Avanti House School further acknowledges that they have committed to achieving all targets highlighted in their action plan and to the annual review and monitoring of the plan.

School Travel Plan Champion*	
Head Teacher's Name*:	
Chair of Governors Name*:	
Pupil Representatives (Optional):	
Parent Governors (Optional):	
Other Stakeholders involved (Optional): e.g. Police, bus operators etc.	

ANNEX 3

ANNEX 4

PTAI Study Report File Summary

PTAI Run Parameters

PTAI Run 20142305144724
Description 20142305144724
Run by user PTAL web application
Date and time 23/05/2014 14:47

Walk File Parameters

Walk File PLSQLTest
Day of Week M-F
Time Period AM Peak
Walk Speed 4.8 kph
BUS Walk Access Time (mins) 8
BUS Reliability Factor 2.0
LU LRT Walk Access Time (mins) 12
LU LRT Reliability Factor 0.75
NATIONAL_RAIL Walk Access Time (mins) 12
NATIONAL_RAIL Reliability Factor 0.75

Coordinates: 517579, 191147

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time (mins)	SWT (mins)	TAT (mins)	EDF	AI
BUS	WEMBOROUGH RD ABERCORN R	186	251.47	3.0	0.5	3.14	12.0	15.14	1.98	0.99

BUS	WHITCHURCH LANE MARSH LN	79	263.33	5.0	1.0	3.29	8.0	11.29	2.66	2.66
BUS	WHITCHURCH LANE MARSH LN	340	263.33	5.0	0.5	3.29	8.0	11.29	2.66	1.33
BUS	ABERCORN ROAD	324	421.63	3.0	0.5	5.27	12.0	17.27	1.74	0.87
LU LRT	Canons Park	Jubilee Line Stanmore to Stratford	639.9	17.8	1.0	8.0	2.44	10.43	2.88	2.88

NR SAP Points Not Found

Total AI for this POI is 8.73.

PTAL Rating is 2.

ANNEX 5

From: Pak-Lim Wong [PakLim.Wong@tfl.gov.uk]
Sent: 03 March 2016 15:52
To:
Subject: RE: Avanti House School - TfL Buses

Hi

Following our conversation earlier in the week, based on the trip estimated in the transport assessment for school; TfL is currently envisaged that an additional return bus journey, likely to be the 186 would be required to mitigate increase demand to bus service following the occupation of the school. As per previous advice, TfL not seeking a financial contribution from this school having understood this is a Free School.

The cost for the additional service, estimated at approx. £75K per year will be funded by the lump sum granted by the Government to TfL toward bus service improvements for Free Schools.

I hope this is of help.

Kind regards

PakLim Wong
Planning Officer
Borough Planning, Transport for London
10th Floor, Windsor House, 50 Victoria Street, London SW1H 0TL
Tel: (020) 3054 1779 | Auto: 81779 |
Email: paklim.wong@tfl.gov.uk

For more information regarding the TfL Borough Planning team, including TfL's *Transport assessment best practice guidance* and pre-application advice please visit

<http://www.tfl.gov.uk/info-for/urban-planning-and-construction/planning-applications?intcmp=3484>

From:
Sent: 24 February 2016 18:09
To: Pak-Lim Wong
Subject: Avanti House School - TfL Buses

Hi PakLim

The Avanti House School application at Whitchurch Playing Fields, Harrow was granted consent at last week's planning committee and we are now looking at the planning conditions / S106 - based on the number of trips identified in our TA for public bus (197 in the AM peak / 304 in the PM peak), do you have an idea of how the Mayoral funding will be used to improve local services ie. how many extra buses / which routes / frequency?

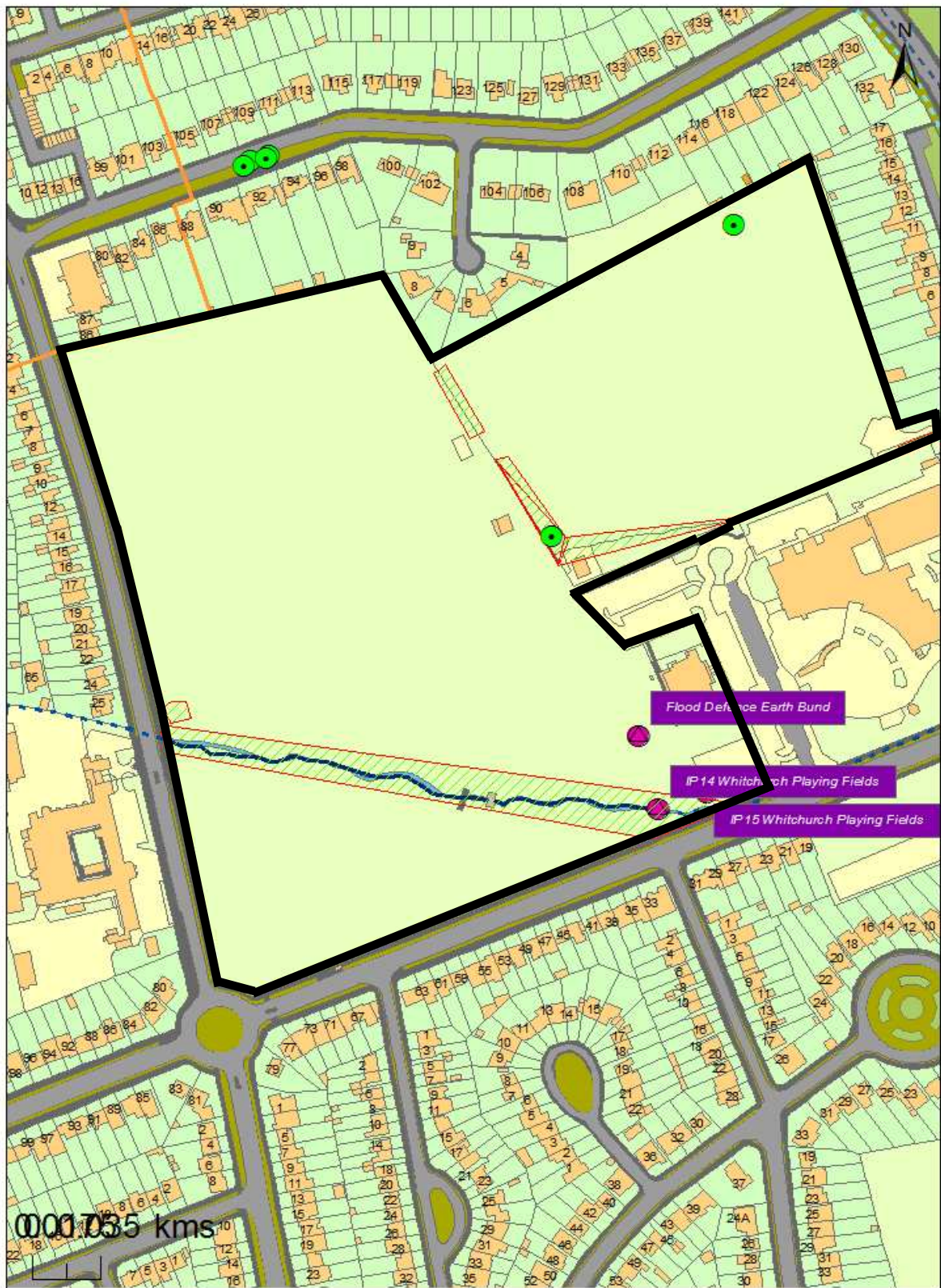
Many thanks

Milestone Transport Planning Ltd

Heritage House, 7 Wey Court, Mary Road
Guildford, Surrey GU1 4QU
t: 01483 397888

e: @milestonetp.co.uk
w: www.milestonetp.co.uk

WHITCHURCH PLAYING FIELDS, WEMBOROUGH ROAD, STANMORE



© Crown copyright and database rights 2012 Ordnance Survey 100019206
 DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2010)
 Cities Revealed® aerial photography copyright The GeoInformation® Group, 2010



ITEM NO: 1/03

ADDRESS: HASLAM HOUSE, HONEYPOT LANE, STANMORE

REFERENCE: P/1112/16

DESCRIPTION: REDEVELOPMENT TO PROVIDE TWO BLOCKS OF THREE STOREY TERRACED DWELLINGS , ONE BLOCK OF TWO STOREY TERRACED DWELLINGS, ONE PAIR OF SEMI-DETACHED DWELLINGS AND ONE DETACHED DWELLING (15 IN TOTAL); PARKING; LANDSCAPING; REFUSE AND CYCLE STORAGE: ALTERATIONS TO EXISTING VEHICLE ACCESS (RESIDENT PERMIT RESTRICTED)

WARD: QUEENSBURY

APPLICANT: MR TOBIAS GOEVERT

AGENT: STEPHEN TAYLOR ARCHITECTS

CASE OFFICER: PETER BARRON

EXPIRY DATE: 15TH JUNE 2016

GRANT planning permission subject to conditions. The applicant is advised that it is the Planning Committee's instruction that:

A contribution of £10,000 to be made to the local highway authority towards the investigation of implementing a controlled parking zone (CPZ) within the vicinity of the site.

INFORMATION

This application is reported to the Committee as the number of residential units falls outside of the threshold (two units) set by category 1(d) of the Council's Scheme of Delegation for the determination of new development, and as the site is Council owned land.

Statutory Return Type: Smallscale Major Dwellings

Council Interest: Yes

Gross Floorspace: 1,014m²

Net additional Floorspace: 600m²

GLA Community Infrastructure Levy (CIL) Contribution: £35,490.00

Harrow CIL: £111,540.00

Site Description

- 0.16 hectare irregularly shaped site located on the north-east side of Honeypot Lane, Queensbury
- site occupied by a single and two storey former children's home (six bedrooms/414m²) at the rear with bin storage and surface car parking (seven

spaces) fronting Honeypot Lane

- existing building has main hipped roof (north-west corner) to a ridge height of 7.5 metres and a series of subordinate gable projections to a ridge height of 6.5 metres; eaves height of two storey elements is 5.5 metres¹⁵
- site also incorporates land from adjacent part of Chichester Court estate (approx.. 331m²)
- adjacent to the site's car park are no. 304 Honeypot Lane (a detached bungalow set back from Honeypot Lane) and no. 306 Honeypot Lane (a single storey estate agent's office fronting Honeypot Lane)
- the south-east boundary of the site is contiguous with the side garden boundary to Everton Court and the rear garden boundary of nos. 55a-d Everton Drive
- Everton Court is a two and three storey block of flats fronting Honeypot Lane however adjacent part (no. 302 Honeypot Lane) is a later addition comprising a two storey dwellinghouse with integral garage
- nos. 55a-d Everton Drive is a two storey block of 4 flats set back from the western corner of Everton Drive and orientated at an angle of approximately 45 degrees to the application site boundary
- the north-east boundary of the site is contiguous with the rear garden boundary of nos. 50-60 Chichester Court, a two storey block of terraced houses and flats
- the west boundary of the site is contiguous with the boundary of Chichester Court, an estate of flats in three and four storey detached blocks with garage courts and amenity areas surrounding
- the application site and surroundings form part of a critical drainage area as designated in the Local Plan
- the application site contains 16 individual and one group of trees¹⁶ and a number of trees to the rear of nos. 50-60 Chichester Court are the subject of tree preservation orders
- the application site, Everton Court, Chichester Court and nos. 304 & 306 Honeypot Lane are accessed from a service road which is separate to the adjacent section of Honeypot Lane
- on-street parking on the service road and surrounding residential roads is not the subject of resident permit restrictions
- the site has a public transport accessibility level (PTAL) score of 2
- the site is within fluvial flood zone 1 (based on Environment Agency flood maps) but is within a critical drainage area (as shown on the adopted Local Plan policies map)

Proposal Details

- demolition of former children's home and redevelopment to provide 15 dwellings with car parking, landscaping and refuse & cycle storage
- the accommodation would comprise:
 - 4 x two-bedroom dwellinghouses in a three storey terrace on the part of the site currently forming land within the Chichester Court estate
 - 4 x one-bedroom dwellinghouses in a two storey terrace on the part of the site to the north-east of no. 304 Honeypot Lane
 - 4 x two-bedroom dwellinghouses in a three storey terrace also on the part of the site to the north-east of no. 304 Honeypot Lane
 - 2 x one-bedroom dwellings in a semi-detached pair on the part of the site to the rear of nos. 55a-d Everton Drive

¹⁵ Measures scaled from approved drawings for planning permission P/1201/04.

¹⁶ Not including saplings, shrubs etc.

- 1 x studio flat in a detached 'gate house' building at the site's frontage to Honeypot Lane
- the three storey terraces would have a ridge height of 8.5 metres and eaves of 6 metres (front) and 5 metres (rear); the front elevations would contain second floor 'dormers' each 3.25 metres wide and sitting directly above the front elevation up to ridge height
- the two storey terraces would have a ridge height of 7.5 metres and eaves height of 5 metres
- car parking would be provided in broadly the same location as the existing surface car park and would comprise 7 spaces including 2 for 'blue badge' holders
- communal refuse storage would be provided within the ground floor of the 'gatehouse' building
- 2 cycle parking spaces would be provided within the gardens of each of the proposed dwellinghouses and 1 space would be provided for the studio flat in an undercroft area of the 'gatehouse'
- vehicular access would continue to be from the Honeypot Lane service road (but with the position of the crossover slightly relocated)
- in addition to private gardens communal amenity space and children's play space would be provided on the site
- the proposal would also provide storage spaces for residents of Chichester Court (to the rear of the terrace on the part of the site currently forming land within the Chichester Court estate) and would transfer land from the Haslam House site to provide additional amenity space for the Chichester Court estate (approx. 52m²)

Revisions to Application following Submission

A constructive dialogue with the applicant has been maintained during the course of the application as a result of which there have been corrections/clarifications to some of the documents received – the updated versions are reflected in the list of application documents below. Revised drawings have also been sought to secure minor amendments to the fenestration of some of the dwellings (mainly to substitute high level windows where there were privacy concerns about full size windows).

Relevant History

P/1201/04: Redevelopment to Provide Part Single, Part Two Storey Care Home with Parking and Refuse Store
GRANTED : 29th July 2004

P/0888/11: Conversion of Property into Two Flats; Single Storey Rear Extension following Demolition of Existing Conservatory; External Alterations; Refuse; Landscaping; Access Ramp
REFUSED : 27th September 2011

Reasons for Refusal

1. The proposal by reason of unacceptable layout, inadequate Gross Internal Areas and room sizes, and inadequate refuse/waste storage facilities, together with failure to demonstrate that the proposed flats would be accessible and inclusive in design for all, would provide substandard and poor quality accommodation which would be to the detriment of the residential amenities of future occupiers of the property, contrary to Planning Policy Statement 3, policies 3.5C, 3.8B, 7.1C, 7.2C and 7.6B(h) of The London Plan (2011), saved policies D4, D5 and C16 of the Harrow Unitary Development Plan (2004), the adopted Supplementary Planning Document - Residential Design Guide (2010) and the adopted Supplementary Planning

Document - Accessible Homes (2010).

2. The proposal, by reason of inappropriate siting of the refuse storage and recycling bins for the proposed flats, would be unattractive in the streetscene, to the detriment of the character and appearance of the property and the area, contrary to Policy 7.4B of The London Plan (2011), saved policy D4 of the Harrow Unitary Development Plan (2004) and the Council's adopted Supplementary Planning Document - Residential Design Guide (2010).
3. The proposed development, by reason of the provision of a main entrance door in the flank wall of the dwelling would result in an unsafe and unsatisfactory living environment, leading to a risk or a fear of crime, contrary to policies 7.3B of The London Plan (2011) and saved Policy D4 of the Harrow Unitary Development Plan (2004).

P/3457/11: Conversion of Property into Two Flats; Single Storey Rear Extension following Demolition of Existing Conservatory; External Alterations; Refuse; Landscaping; Access Ramp

REFUSED : 10th February 2012

Reasons for Refusal

1. The proposal by reason of unacceptable layout, inadequate Gross Internal Areas and room sizes, and inadequate refuse/waste storage facilities, together with failure to demonstrate that the proposed flats would be accessible and inclusive in design for all, would provide substandard and poor quality accommodation which would be to the detriment of the residential amenities of future occupiers of the property, contrary to Planning Policy Statement 3, policies 3.5C, 3.8B, 7.1C, 7.2C and 7.6B(h) of The London Plan (2011), Core Policy CS 1 (B) and CS (K) of the Emerging Harrow Core Strategy and saved policies D4, D5 and C16 of the Harrow Unitary Development Plan (2004), the adopted Supplementary Planning Document - Residential Design Guide (2010) and the adopted Supplementary Planning Document - Accessible Homes (2010).
2. The proposed development, by reason of poor design would result in an unsympathetic, visually obtrusive form of development, to the detriment of the character and appearance of the property and the area, contrary to Policy 7.4B of The London Plan (2011), Core Policy CS 1 (B) of the Emerging Harrow Core Strategy saved policy D4 of the Harrow Unitary Development Plan (2004) and the adopted Supplementary Planning Document - Residential Design Guide (2010).
3. The proposed development, by reason of the provision of a main entrance door in the flank wall of the dwelling would result in an unsafe and unsatisfactory living environment, leading to a risk or a fear of crime, contrary to policies 7.3B of The London Plan (2011) and saved Policy D4 of the Harrow Unitary Development Plan (2004).

P/2722/12: Conversion of Property into Three Flats; First Floor Extension to Create a Two storey Building; Single Storey Rear Extension following Demolition of Existing Conservatory; External Alterations

REFUSED : 8th March 2013

Reasons for Refusal

1. The proposed development, by reason of its poor design, its siting and scale in relation to Nos 306 and 304 (Haslam House Children's Home) would result in an unsympathetic, visually obtrusive form of development, to the detriment of the character and appearance of the property and the area, contrary to the guidance contained in the National Planning Policy Framework, Policies 7.4B and 7.6B of The London Plan 2011, Core Policy CS 1 (B) of the Harrow Core Strategy 2012, saved

policy D4 of the Harrow Unitary Development Plan 2004 and the adopted Supplementary Planning Document - Residential Design Guide 2010.

4. The proposed first floor extension by reason of its bulk, siting and scale in relation to No. 304 (The Children's Home) Honeypot Lane, would cause demonstrable harm to the privacy and amenity of the neighbouring residents by virtue of the overshadowing and overbearing impact of the proposal upon the neighbouring properties and private space, contrary to Policy CS1 of the Harrow Core Strategy 2012, saved policy D4 of the Harrow Unitary Development Plan 2004 and the adopted Supplementary Planning Document - Residential Design Guide 2010.
5. The proposal by reason of unacceptable layout, inadequate Gross Internal Areas and room sizes together with failure to demonstrate that the proposed flats would be accessible and inclusive in design for all, would provide substandard and poor quality accommodation which would be to the detriment of the residential amenities of future occupiers of the property, contrary to the National Planning Policy Framework, policies 3.5C, 3.8B, 7.1C, 7.2C and 7.6B(h) of The London Plan 2011, Core Policy CS1 (B) and CS1 (K) of the Harrow Core Strategy 2012 and saved policies D4, D5 and C16 of the Harrow Unitary Development Plan 2004, the adopted Supplementary Planning Document - Residential Design Guide 2010 and the adopted Supplementary Planning Document - Accessible Homes 2006.

P/5720/15: Application for Prior Approval of Proposed Demolition of Haslam House
GRANTED : 7th January 2016

Application Documents

- Arboricultural Report (Stage 1) dated 23rd August 2015
- Arboricultural Report (Impact Assessment and Method Statement) dated 18th January 2016
- Community Infrastructure Levy form dated 4th March 2016
- Daylight and Sunlight Study (Neighbouring Properties) dated 8th June 2016
- Daylight and Sunlight Study (Within Development) dated 7th June 2016
- Design and Access Statement version P1
- Planning Statement (incorporating Housing Statement and Statement of Community Involvement) dated March 2016
- Precedents and Planting Palette (Stage C) dated 4th March 2016
- Sustainability and Energy Statement dated March 2016
- Transport Statement dated 4th March 2016

Advertisement & Site Notices

Harrow Times 24th March 2016 (major development)

Site Notice (on site fence post fronting Honeypot Lane) 23rd March 2016

Notifications

Sent: 176 (17th March 2016)

Replies: 3

Expiry: 7th April 2016

Summary of Responses

poor crammed design/squashed buildings; gardens too small to be usable; communal garden hidden away in corner; fewer houses around a central courtyard would be better; insufficient car parking; encroaches on Chichester Court and destroys ancient boundary line which should be preserved; prejudice future redevelopment of Chichester Court;

existing mature boundary trees provide screening and should not be removed; residents will be cocooned into very tight spaces; limited parking/access; poor natural light; diminished view of surroundings; increased congestion; loss of privacy and amenity space to Chichester Court residents; recommend underground parking, maximum three storeys and further bin collections; suggest a swap of units 1 & 2 with units 3-11 to allow retention of trees on boundary with Chichester Court; the proposed development could make use of the new play area planned for Chichester Court.

Summary of Consultees' Responses

Affinity Water - No response received.

Environment Agency - There are no constraints which fall within our remit for this application.

LBH Arboricultural Officer (summarised)

- siting of play area under oak tree could lead to pressure for pruning or removal in future
- any new hardsurfacing within root protection areas must be permeable and constructed using 'no-dig' methods
- piled foundations must be used for the boundary wall
- fruit trees in the gardens of the proposed private gardens unlikely to be suitable

LBH Drainage Engineer (summarised)

- Thames Water permission for connections to public sewers
- the development requires flood storage (including an allowance for climate change) to limit discharge to 5 litres per second
- full drainage layout details required
- full flow restriction details required
- full sustainable drainage (and maintenance plan) details required

LBH Highways Engineer (summarised)

- contribution of £10,000 required towards investigation of a local controlled parking zone (CPZ)
- the development would be resident permit restricted in the event of a CPZ
- a travel plan with robust action plan should be conditioned

LBH Biodiversity Officer (summarised)

- the proposed garden fruit trees are unlikely to thrive and therefore of no significant gain to biodiversity
- proposed planting palette has an over balance of non-native species
- have green roof systems been considered?
- Bird boxes and bat tubes should be integrated into the fabric of the buildings at appropriate locations

LBH Housing Enabling team (summarised)

- the financial viability appraisal indicates that the scheme cannot viably provide any more affordable housing (based on a policy compliant mix)
- a review mechanism should be imposed in the event that the viability position changes
- the Council will nominate both affordable rent and intermediate
- the private rented sector units should be secured for a minimum period of 5-15 years

LBH Landscape Architect (summarised)

- soft landscaping enhancement has been provided wherever possible however the overall effect is a site dominated by terraced houses, hard landscape and car parking
- the retained trees are important in providing landscape softening, enhancing the site and the biodiversity of the area
- opportunities for additional landscape enhancement, visual setting and meaningful amenity spaces are limited
- various landscape related conditions suggested

Metropolitan Police Designing Out Crime Officer (summarised)

- risk that gate from Chichester Court will lead to use of site as a cut-through
- front doors would be hidden from view allowing potential attack to go undetected
- perimeter treatment relies on existing structures
- very limited natural surveillance from the road
- no [front] defensible space for central block- direct access to properties' doors and windows
- no reference to any lighting plan

Thames Water (summarised)

- piling method statement required
- groundwater discharges into the public sewer should be minimised
- proper provision should be made for surface water drainage
- Thames Water approval needed for erection of buildings within 3 metres of a public sewer

APPRAISAL

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

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

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

In this instance, the Development Plan comprises The London Plan (2015) and the Local Plan. The Local Plan comprises (as relevant to the site) the Harrow Core Strategy (2012), the Development Management Policies (2013) and the accompanying Local Plan policies map.

MAIN CONSIDERATIONS

Policy considerations

Principal of Development

Loss of Children's Home

Housing and residential amenity considerations

Affordable Housing

Housing Supply, Density and Overall Housing Mix

Residential Amenity of Future Occupiers

Transport and parking considerations

Parking and Highway Safety

Townscape and accessibility considerations

Design and Local Character

Lifetime Neighbourhoods

Designing Out Crime

Flood and drainage considerations

Sustainable Drainage

Landscaping and ecological considerations

Landscaping

Trees

Ecology and Biodiversity

Climate change and environmental considerations

Carbon Dioxide Emissions Reductions

Sustainable Design and Construction

Air Quality and Ventilation

Noise

Infrastructure considerations

Electricity and Gas Supply

Water Use and Waste Water Capacity

Waste and Recycling

Other infrastructure

Other considerations

Equalities Impact

Human Rights Act

S17 Crime & Disorder Act

Consultation Responses

The NPPF definition of previously developed land sets out a number of exclusions, including private residential gardens, and paragraph 53 states that local planning authorities should consider the case for setting out policies to resist inappropriate development of residential gardens. Having regard to London Plan Policy 3.5 A, Harrow Core Strategy Policy CS 1 B states that proposals that garden development will be resisted. To assist with the interpretation and implementation of this policy, the supplementary planning document (SPD) *Garden Land Development* was adopted in 2013. Paragraph 3.3 of the SPD sets out types of land not to be treated as garden land, and this includes (d) communal parking courts and garage blocks within the curtilage of housing estates and purpose built blocks of flats. Paragraph 3.4 goes on to advise that a degree of judgement will be required by decision makers as to what is/is not garden land.

The proposal would involve the development of land which currently forms garden space within the curtilage of the Haslam House former children's home and of approximately 83 sq. metres from a garage/parking court and clothes drying area within the curtilage of

Chichester Court. Given the institutional (rather than conventional residential) use of the former Haslam House it is considered that its curtilage can be considered previously developed rather than garden land. The utilisation of a part of a parking court at Chichester Court would fall well within one of the examples of non-garden land identified at paragraph 3.3 of the SPD. The drying area at Chichester Court is hardsurfaced and enclosed, clearly setting it apart as a functional utility rather than as recreational amenity space for estate residents. As such, although drying areas are not identified as non-garden land for the purposes of SPD paragraph 3.3, in accordance with SPD paragraph 3.4 it is considered that a judgement can reasonably be reached that the characteristics of the drying area in this case means that it does not constitute garden land. Therefore it is concluded that the proposal would not be contrary to Core Strategy Policy CS 1 B in this regard.

Principle of Development

The effective re-use of previously developed land is one of the twelve core planning principles enshrined in the NPPF. This principle underpins the spatial strategies and policies set out in the London Plan (2015) and in Harrow's Core Strategy (2012).

In addition to directing growth to the Harrow & Wealdstone opportunity area and district & local centres, Harrow's spatial strategy makes provision for the development of strategic brownfield suburban sites and regeneration areas. The strategy anticipates that, in addition to those already identified, other such sites will come forward over the plan period¹⁷ and that the Council will encourage development on such sites that respects the local character, is well designed and makes optimum use of the site in terms of balance between built coverage and other on-site requirements¹⁸. The redevelopment of the subject site, as a previously developed site within a suburban setting, is considered to be consistent with this part of the spatial strategy and therefore complies with Core Strategy Policy CS 1A (*Managing Growth in Harrow*).

The site is within the Kingsbury & Queensbury sub area of the Core Strategy. The corresponding sub area Policy CS 9 A supports development that would *inter alia* contribute to the vitality of Queensbury local centre. In this regard it is considered that the proposal, by securing the more effective use of the (now vacant) Haslam House site, would support footfall within the nearby Queensbury local centre and so contribute positively to the vitality of the centre consistent with policy objectives for this Core Strategy sub area.

Taking all of the above into account, it is concluded that the principle (in spatial planning terms) of redeveloping this site is acceptable.

Loss of Children's Home

Paragraph 70 of the NPPF states that planning decisions should *inter alia* plan positively for community facilities and guard against the unnecessary loss of valued facilities and services. London Plan Policy 3.16 B resists the loss of social infrastructure in areas of defined need for that type of infrastructure without realistic proposals for re-provision, and states that the suitability of relevant premises for other forms of social infrastructure for which there is a defined need in the locality should be assessed before alternative developments are considered. Core Strategy Policy CS 1 Z similarly resists the loss of community facilities unless there are adequate arrangements in place for the

¹⁷ See paragraph 3.30 of the Core Strategy.

¹⁸ See paragraph 3.28 of the Core Strategy.

replacement or enhancement of other existing facilities.

Policy DM 47 A of the Development Management Policies Local Plan sets out criteria for the determination of proposals involving the loss of a community facility. It should be noted that the criteria are alternatives, meaning that it is only necessary to satisfy one of them.

A letter dated 8th February 2016 from the Council's Head of Service, Corporate Parenting, has been submitted as supporting evidence with the application. The letter includes following information:

- the building is no longer required as a People Services facility having been closed permanently on 31st October 2013;
- the building was used by People Services between 2007 and 2013 as accommodation for a small number of looked-after children;
- the closure followed a conclusion that the building was no longer suitable for People Services needs, due in part to its size and relatively isolated location, and there is no requirement for this building in the future;
- the closure had no detrimental impact on service provision as the service is now commissioned through West London Alliance.

An e-mail dated 3rd July 2016 from the Council's Head of Service, Corporate Parenting, further clarifies that it is the Service's preference to place looked after children in foster care in the first instance and that where, exceptionally, more institutional placements are needed, these are purchased from existing providers across West London. The consequence of this model of service provision therefore being that the closure of Haslam House has not given rise to any requirement for a replacement facility in Stanmore or elsewhere within the Borough.

It is considered that this evidence provides sufficiently robust information, in this case, to demonstrate that there is no longer a need for the existing Haslam House building as a children's home. Consequently, it is concluded that the loss of this existing community facility complies with Core Strategy Policy CS1 Z and criteria (a) of Local Plan Policy DM 47 A, as well as the first part of London Plan Policy 3.16 B.

However, as noted above, the second part of the London Plan policy requires consideration to also be given to alternative social infrastructure needs in the locality. The Planning Statement submitted with the application addresses this part of the policy with a review of Harrow's 2011 Infrastructure Delivery Plan (IDP) and notes that the IDP identifies a general requirement for day nurseries and dental surgeries but no specific defined need for either in the location of the application site. The Planning Statement goes on to observe that there are five day nurseries and five dental surgeries within close proximity of the site, and opines that in any event the application premises are not suitable for these alternative social infrastructure uses, before concluding that existing premises are therefore redundant.

This conclusion is accepted. It is therefore considered that the proposal would also comply with the second part of London Plan Policy 3.16 B.

Affordable Housing

Paragraph 50 of the NPPF states that, where affordable housing is needed, local planning authorities should set policies to meet this need on site unless off-site provision

or a financial contribution of broadly equivalent value can be robustly justified. The London Plan seeks the maximum reasonable contribution to affordable housing on individual sites, having regard to various factors, and requires affordable housing to normally be provided on site (Policy 3.12 A), and includes a strategic target for affordable housing to be provided in proportions of 60% social or affordable rent and 40% for intermediate rent or sale. Having regard to Harrow's local circumstances, Policy CS1 (J) of the Core Strategy sets a Borough-wide target for 40% of all homes delivered over the plan period (to 2026) to be affordable and calls for the maximum reasonable amount to be provided on development sites.

Policy DM 24 A of the Development Management Policies Local Plan supports proposals that secure an appropriate mix of housing on the site. The policy undertakes to have regard *inter alia* to the target mix for affordable housing set out in the Planning Obligations SPD and the priority to be afforded to the delivery of affordable family housing.

The applicant has confirmed that 4 x two-bedroom houses would be provided as affordable rented homes and 2 x one-bedroom houses would be provided as intermediate rented homes.

The resulting overall quantum of affordable homes being offered – 6 houses – equates to a proportion of 40% of the 15 houses proposed on the site. Both the London Plan and Core Strategy policy tests are for the 'maximum reasonable' affordable housing contribution. In this regard, the applicant has submitted as supporting evidence, a viability assessment to show that the proposed affordable housing offer results in a non-viable development (i.e. in deficit). The Council's Housing Enabling team has reviewed the submitted viability information and compared it to some of the inputs and construction costs of recent tenders for 'Homes for Harrow' projects. Upon the advice of the Housing Enabling team and given the level of deficit identified it is not considered necessary, in this instance, to subject the proposal to independent viability assessment.

The proposal would not deliver affordable family housing (defined as 3+ bedroom homes) and the proposed affordable housing mix – 33% as one bedroom homes and 66% as two bedroom homes – would not match the target¹⁹ for social affordable rent as set out in the Council's Planning Obligations SPD. Nevertheless, the proposal would deliver its affordable housing contribution on site and in the form of houses rather than (as is more commonly the case in new development) as flats; and at a proportion of 40% by unit numbers would make a valuable contribution to the Core Strategy Borough-wide target. Taking into account also the relatively modest scale of the proposed development and the available evidence of viability as set out above, it is concluded that the proposed offer does represent the maximum reasonable contribution for this development.

In its formal consultation response, the Council's Housing Enabling team has advised that a viability review mechanism should be secured, so that any improvement in the development's financial performance can be taken into account to ensure that the policy test of achieving the maximum reasonable affordable housing contribution is revisited at an appropriate stage of the development. This is accepted and should, it is recommended, be secured as a condition of planning permission.

In terms of product mix, the proposal would provide 66% of the affordable homes as

¹⁹ For social/affordable rent, the SPD target mix is: 1 bed 12%; 2 bed 48%; 3 bed 28%; 4 bed 7%; 5 bed 5%.

affordable rent and the remaining 33% as intermediate rent. In broad terms this is consistent with the London Plan 60/40 target split and is considered to be acceptable.

To ensure that the affordable housing is secured in the quantum and mix proposed it is recommended that this be the subject of a condition of planning permission.

Housing Supply, Density and Overall Housing Mix

Paragraph 48 of the NPPF reminds local planning authorities that housing applications should be considered in the context of the presumption in favour of sustainable development. London Plan²⁰ Policy 3.4 A seeks to optimise housing output from development, by applying the sustainable residential quality density matrix at Table 3.2 of the Plan, and Policy 3.8 B sets out a number of housing choice considerations including the contribution of the private rented sector in addressing housing needs and increasing housing delivery. Policy CS1 (I) of the Core Strategy seeks a mix of housing in new residential development. Policy DM 24 A of the Development Management Policies Local Plan undertakes to determine the appropriate housing mix of proposals having regard *inter alia* to the location of the site, the character of its surroundings and the need to optimise housing output on previously-developed land.

The proposal's 15 dwellings on this 'windfall' previously developed site would make a modest but welcome contribution to the Borough's supply over the plan period to 2026 and the delivery of new homes within the Core Strategy's Kingsbury & Queensbury sub area.

It is calculated that the proposal would equate to density (based on gross site area) of 94 dwellings per hectare, and the applicant's Planning Statement advises that (by habitable rooms) the proposal would equate to 231 habitable rooms per hectare. By both measures, the proposal would fall within – albeit at the upper end – of the appropriate range for a suburban setting with a PTAL score of 2-3 of the sustainable residential quality density matrix at Table 3.2 of the London Plan. However, the matrix is only the starting point for considering the density. In this case, it is acknowledged that the proposal has had to respond to a number of constraints including the irregular configuration of the site, the proximity of development on neighbouring sites (not least nos. 304 & 306 Honeypot Lane) and the retention/protection of trees of amenity value, whilst producing a deliverable development for the site as part of the Council's wider Homes for Harrow and regeneration programmes. Taking these considerations into account, it is to the proposal's credit that (other than the studio flat) the development would deliver traditional houses – and so make a positive contribution to the types of new homes being delivered in the Borough – and a policy-compliant quantum of affordable housing on the site. It is therefore considered that the density of proposed development would appropriately optimise housing output from the site in accordance with London Plan Policy 3.4A.

The housing mix of the proposal overall is as follows:

²⁰ As amended by the Minor Alterations to the London Plan (2016).

Table 1: Overall Housing Mix

Dwelling Type	Number	Proportion
Studio Flat:	1	7%
One Bedroom House:	6	40%
Two Bedroom House:	8	53%
Totals:	15	100%

Consistent with the support for this tenure provided by Policy 3.8 B of the London Plan, nine of the proposed dwellings would be for the private rented sector. These would comprise 1 x studio flat, 4 x one-bedroom flats and 4 x two-bedroom flats.

Local Plan Policy DM 24 A does not prescribe a target mix for the market component of new residential development advocates a more balanced and flexible approach having regard to site location and surroundings. In this case the site is located within a suburban setting and, within the immediate vicinity, there is much existing 1 & 2 bedroom flatted development in the form of 1930s blocks (e.g. Everton Court and above the retail parades of Queensbury Circle local centre), 1930s maisonettes (e.g. fronting Honeypot Lane and Everton Drive) and post-war local authority blocks (i.e. neighbouring Chichester Court). By contrast much of the wider area provides 3+ bedroom traditional family housing. By providing 1 & 2 bedroom houses the proposal is, it is considered, an innovative response to the location of the site and the character of the wider surroundings. Although lacking 3+ bedroom family housing, which is regrettable, it is acknowledged that such provision in appropriately sized buildings on this constrained site would be likely to reduce the quantum of housing output on this 'windfall' previously developed land.

Taking all of these considerations into account, it is therefore concluded that the proposed overall housing mix is acceptable.

Residential Amenity of Future Occupiers

Paragraph 56 of the NPPF emphasises the importance to be attached to good design and paragraph 61 confirms that good design goes beyond [solely] aesthetic considerations. London Plan²¹ Policy 3.4 gives effect to minimum space standards, Policy 3.5 B & C set out a range of criteria for achieving good quality residential development and Policy 3.8 B sets out a number of housing choice considerations including accessibility considerations. In March 2016 the Mayor of London adopted minor alterations to the London Plan in order to give city-wide effect to new national minimum space standards and optional Building Regulation requirements in respect of 'accessible and adaptable dwellings' and 'wheelchair user dwellings'. At the same time, the Mayor adopted a revised version of his *Housing* supplementary planning document (SPG).

Core Strategy Policy CS1 K requires a high standard of residential design and layout consistent with the London Plan and associated guidance. Policies DM 1 C & D and DM 27 A of the Development Management Policies Local Plan set out a number of privacy, amenity and amenity space criteria for the assessment of residential development proposals.

²¹ As amended by the Minor Alterations to the London Plan (2016).

Minimum Internal Space Standards

Table 2 below shows the proposal's performance in relation to the national minimum space standards for the gross internal area (GIA) of new development. As no minimum space standard is prescribed for a three storey 2 bedroom dwelling, the relevant standard for a two storey 2 bedroom 4 person dwelling has been applied.

Table 2: Minimum Space Standards

		House Type		
		A (1b/2p)	B (2b/4p)	C (studio)
Total GIA (m ²)	Required	58	79	39
	Proposed	58	75	46
Bedroom 1 (m ²)	Required	11.5		-
	Proposed	14.8	17.2	-
Bedroom 2 (m ²)	Required	-	11.5	-
	Proposed	-	11	-
Built-in Storage (m ²)	Required	1.5	2	1
	Proposed	1.5	3	1

As can be seen, house type B would not strictly comply with the minimum space standards: the second floor bedroom is shown as a double bedroom but (once areas with a headroom of less than 1.5 metres are excluded) its size falls 0.5 metre short of the required 11.5m²; and as a 2 bedroom 4 person dwelling this house type would fall 4m² overall below the proxy minimum space standard. However, it is considered that taken as a whole house type B is well laid out and that it would – notwithstanding these space shortfalls – provide high quality accommodation for their future occupiers. In all other respects the proposal complies with the minimum space standards.

Minimum Floor to Ceiling Heights

The national minimum space standards include a floor to ceiling height minimum requirement of 2.3 metres for at least 75% of the GIA. Floor to ceiling heights in excess of the standard would be achieved at ground and first floor levels throughout the proposed development. The second floor (house type A only) of the development would be contained partially within the roofslope and so, owing to this aspect of the design, would not achieve 2.3 metres floor to ceiling height across the whole of the second floor²². Nevertheless, house type A would achieve the requirement for a minimum of 2.3 metres height over 67.7m² representing a proportion of 93% of its total 73m² GIA, exceeding the national standard in this regard.

Similarly, owing to the design of the proposed 'gatehouse' building, the proposed studio flat would have a small area of its floorspace that would not achieve 2.3 metres floor to ceiling height. Nevertheless, the area of the studio in excess of 2.3 metres floor to ceiling height would far exceed the minimum requirement of at least 75% of the GIA.

The proposal therefore complies with the national standards in this regard.

²² The second floor bedroom would have a floor area of 11m², of which 6.8m² would have a floor to ceiling height of 2.3m+ and 5.3m² would have a floor area of more than 1.5m but less than 2.3m. In accordance with the national standards, spaces with less than 1.5m floor to ceiling height are excluded from calculation.

Dual Aspect

All of the proposed dwellings would be at least dual aspect and five of them would be triple aspect. It should be noted however that four of the 'type A' 2 bedroom homes achieve dual aspect only by virtue of a first floor rear stair window.

Daylight and Sunlight

A revised Daylight & Sunlight Study (Within Development), dated 7th June 2016, has been submitted with the application. The Study tests the performance of the proposed dwellings and their gardens in accordance with the widely-recognised British Research Establishment (BRE) methodologies and guidelines. In its preamble, the Study confirms that the impact of trees upon daylight and sunlight has been taken into account.

The Study uses the Average Daylight Factor (ADF) method for assessing daylight and reports that all but two windows within the development meet or exceed BRE guidelines for winter daylight, meaning that daylight all year round is likely to be adequate. For completeness, the Study also includes modelled 'no skyline contours' within the proposed dwellings. These show that, with one exception, the proposed dwellings perform well.

Turning to sunlight within the proposed dwellings, the Study applies the Annual Probable Sunlight Hours (APSH) methodology of testing the performance of all living room windows that are within 90 degrees of south. The Study reports that every living room has at least one window that passes BRE guidelines for annual probable and winter sunlight hours.

Further analysis of the results contained within the Study shows that the proposed dwelling labelled as unit 3 on the submitted site block plan (a one-bedroom house) performs the least well. Its two (south-east facing) ground floor windows – which would serve an open plan living/dining/kitchen area – fall marginally short of the BRE guideline²³ for winter sunlight, whilst the rear part of the room (the kitchen area) is shown as receiving no direct skylight²⁴. On the other hand, it is worth noting that proposed unit 3 would contain a first floor window in its south-west flank elevation; this window would serve a stairwell which is open to the ground floor living/dining/kitchen area.

Taking into account that the marginal nature of the shortfall below the relevant BRE guideline and observing that kitchens situated behind open plan living areas are not uncommon in modern developments, it is not considered that unit 3 would create unacceptable living conditions for its future occupiers. Taken as a whole, it is considered that the development would achieve good levels of daylight and sunlight within the buildings and so would achieve a high standard of amenity in this respect.

Finally, the Study tests the performance of the proposed dwellings' gardens relative to the BRE guidance which states that 50% of the area of any garden should achieve at least two hours of sunlight on 21st March. The Study reports that none of the proposed gardens achieve this BRE guideline.

Further analysis of these results shows that the gardens to the dwellings labelled as units 3, 4, 11 & 12 on the submitted site block plan would receive no sunlight on 21st

²³ The Study reports that these achieve an average daylight factor of 1.9% whereas the relevant BRE guideline is for 2%.

²⁴ Based on the modelled 'no skyline contours'.

March, and that the area of other gardens receiving sunlight on that date would range from 17% to 42%. Clearly it would be desirable for all of the gardens to meet the BRE guidance and it is considered likely that their failure to do so is at least in part a function of the proximity and height of the proposed terraces relative to each other.

Local Plan Policy DM 1 C & D require new development to achieve a high standard of amenity having regard to a range of factors, of which light to outdoor spaces is one. Whilst the proposal does not perform well in terms of sunlight to gardens, the development would deliver an overall high standard of amenity for its future residents in other respects. Thus, whilst regrettable, refusal of planning permission solely on this ground is not recommended.

Privacy and Outlook

With reference to the unit numbering on the submitted site block plan, the relationship between the facing elevations within the development would be as follows:

Units 1 & 2 (two storeys) and Units 3 & 4 (three storeys)

The north-west (front) elevation of units 1 & 2 would face the main south-east (front) elevation of units 3 & 4 at distances of between 3 to 6 metres, and would face the front garden boundaries of units 3 & 4 at a distance of 1.5 metres. The north-west elevation of units 1 & 2 would contain the front door and a kitchen window at ground floor level, and a bathroom window at first floor level. The south-east elevation of units 3 & 4 would contain the front door and a living room window at ground floor level, a 'Juliette balcony' bedroom window at first floor level and a further bedroom window at second floor level.

Units 3-6 (three storeys) and Units 7-10 (two storeys)

The north-west (rear) elevation of units 3-6 would face the south-east (rear) elevation of units 7-10 at a distance of 5 metres, and would abut the rear garden boundary of units 7-10. The north-west elevation of units 4-6 would contain a stair window at first floor level and no windows at second floor level (the stair window to unit 3 would be on the south-west flank elevation). The south-west elevation of units 7-10 would contain patio doors to a living room at ground floor level and 'Juliette balcony' bedroom windows at first floor level.

Units 7-10 (two storeys) and Units 11-14 (three storeys)

The north-west (front) elevation of units 7-10 would face the main east (front) elevation of units 11-15 at distances of between 3 and 10 metres, and would face the front garden boundaries of units 11-14 at a distance of 1.5 metres. The north-west elevation of units 7-10 would contain the front door and a kitchen window at ground floor level, and a bathroom window at first floor level. The east elevation of units 11-14 would contain the front door and a living room window at ground floor level, a 'Juliette balcony' bedroom window at first floor level and a further bedroom window at second floor level.

Unit 15 (first floor studio flat) and Unit 1 (two storeys)

The north-east (rear elevation) of unit 15 (the first floor 'gatehouse' studio flat) would face the south-west (flank) wall and garden side boundary of unit 1 at a distance of between 20 and 21 metres. The north-east elevation of unit 15 would contain two windows to the combined living and bedroom area at first floor level. The south-west flank wall of unit 1 would contain a secondary bedroom window at first floor level.

From the above analysis it is considered that, within the development, the following privacy concerns arise:

- perceived overlooking from the first floor rear bathroom windows of units 1 & 2 to the front gardens and ground/first floor front windows of units 3 & 4;
- perceived overlooking from the first floor rear stair windows of units 4-6 to the rear gardens and ground/first floor rear windows of units 7-10; and
perceived overlooking from the first floor rear bathroom windows of units 7-10 to the front
- gardens and ground/first floor front windows of units 11-14.

To address these concerns, it is considered that the bathroom windows to units 1 & 2 and 7-10 and the stair windows to units 4-6 should be high level and obscure glazed. A condition to secure this is recommended.

As noted above, the ground floor front doors and kitchen windows of units 1 & 2 and of units 7-10 would face the front garden boundary of other dwellings within the development at a distance of only 1.5 metres. Those garden boundaries would be delineated by a 2 metres high wall which, it is considered, would prevent harmful inter-visibility between these properties.

However, privacy of the front doors and kitchen windows of units 1 & 2 and of units 7-10 would also be affected more generally by their positioning adjacent to the access footways used by other residents and their visitors. Such an arrangement could not be said to be a characteristic of development within the locality, but would be more akin to Victorian terraced housing of the type that opens directly onto the street. The resulting implications for the privacy of the future occupiers of the development cannot, therefore, be related to any prevailing standard of privacy in the wider area. Nevertheless, taking into account the configuration of the site and other constraints, and the need to make effective use of this previously developed land, it is accepted that this aspect of the scheme's standard of privacy is a reflection of the distinctive character of this one-off development.

In terms of outlook from the kitchen windows of units 1 & 2 and 7-10, the proximity of the facing 2 metres high garden wall would not be ideal, although the ground floor of the houses would serve an open plan kitchen/dining living area with patio doors at the rear meaning that the proximity of the wall when viewed from the kitchen window would not create an undue sense of enclosure to the entire room. More generally across the development, the ground floor of the proposed dwellings would look out onto uncharacteristically small (and in some instances very small) gardens, enclosed by the 2 metres high walls and, in the case of units 7-10, facing the two storey rear wall of units 3-6. Again however, taking into account the configuration of the site and other constraints, and the need to make effective use of this previously developed land, it is accepted that this aspect of the scheme's standard of amenity is a reflection of the distinctive character of this one-off development.

Given the close proximity between buildings and garden spaces within the development, it is recommended that planning permission be subject to a condition controlling the future installation of any further windows, doors or other openings to the dwellings. This would allow the local planning authority to safeguard the privacy of future occupiers from any future alterations that would otherwise (in respect of the houses) be permitted development.

Noise

Acoustic privacy between adjoining dwellings, and between dwellings and outdoor

spaces, are equally important as inter-visibility and overlooking in establishing the quality of amenity that may be enjoyed by a development.

Unlike flatted developments, the vertical stacking of rooms within single dwellinghouses is not an issue as any internal noise conflicts can be resolved within the household concerned. In terms of horizontal stacking, the internal arrangement of the terraces is such that the bedrooms of one dwelling adjoin the stairs and bathroom of the neighbouring dwelling. Insofar as this gives rise to potential for the transition of noise and vibration between dwellings this arrangement is not ideal, however as a new build development the standard of construction as regards acoustic performance will be required to meet the relevant requirements of the Building Regulations.

The proposed studio flat would be situated in the 'gatehouse' building towards the front of the site, facing Honeypot Lane. Part of the ground floor of this building would accommodate bin storage for refuse and recycling. Although not ideal, the bin store would be enclosed (a condition is recommended to secure details of the proposed gated to the bin store) and, given the relatively modest number of dwellings proposed within the development, it is not considered that noise and disturbance from the bin store would be unreasonably detrimental to the occupiers of the proposed studio flat.

As noted above, the first floor level stair windows to units 4-6 would be directly adjacent to the rear gardens of units 7-10. To ensure satisfactory acoustic privacy for the future occupiers of the development, it is therefore considered that these windows should be installed and retained as fixed closed units, and a condition to this effect is therefore recommended.

Amenity Space

All of the houses within the development would have a private garden space and the studio flat would have a balcony. The Mayor's Housing SPG lays down a minimum requirement of 5m² of private outdoor space for 1 & 2 person dwellings and an extra 1m² for each additional occupant. With reference to the unit numbering on the submitted site block plan, details of the minimum required and proposed amenity space²⁵ provision are set out in Table 3 below:

Table 3: Outdoor Amenity Spaces

Unit No.	House Type	Required (m ²)	Provided (m ²)	Location
1	A (1b/2p)	5	27	Back
2	A (1b/2p)	5	27	Back
3	B (2b/3p)	6	10	Front
4	B (2b/3p)	6	21	Front
5	B (2b/3p)	6	32	Front
6	B (2b/3p)	6	27	Front
7	A (1b/2p)	5	30	Back
8	A (1b/2p)	5	30	Back
9	A (1b/2p)	5	30	Back
10	A (1b/2p)	5	26	Back
11	B (2b/3p)	6	11	Front
12	B (2b/3p)	6	22	Front

²⁵ The amenity space areas include the footprint of proposed cycle storage areas.

13	B (2b/3p)	6	32	Front
14	B (2b/3p)	6	28	Front
15	C (studio)	5	5	Front

Local Plan Policy DM 27 states that the appropriate form and amount of amenity space should have regard to: location and dwelling mix; the likely needs of future occupiers, the character and pattern of existing development in the area; the privacy and amenity of neighbouring occupiers; and the quality of the proposed space including landscaping. Taking each of these in turn:

- in this more suburban (rather than town centre or opportunity area) location and that the proposal would be for houses (rather than flats), the provision of private garden spaces is considered to be the appropriate design response;
- as dwellings of less than 3 bedrooms, the proposed houses are not regarded as family houses and so modest – albeit very modest in some instances – private garden spaces need not be inherently at odds with the likely needs of the future occupiers of the development;
- although the wider area of Queensbury contains traditional suburban houses with characteristically long gardens, the immediate vicinity of the site contains blocks of maisonettes with smaller gardens²⁶ and, within those smaller gardens, subdivisions to create private spaces for the occupiers of those maisonettes, meaning that the proposal would not be inherently at odds with the pattern and character of its immediate surroundings;
- it is acknowledged that the proposed development has been laid out in such a way as to minimise the impact of the small gardens upon the privacy and amenity of the neighbouring occupiers;
- in reality, it is considered that the proposed dwellings would be predominantly if not wholly hardsurfaced and as such would resemble yards rather than more traditional suburban gardens; since this is consistent with the distinctive character of this one-off development it is not considered to be unacceptable in this instance.

The Mayor's SPG states that the minimum depth and width of private balconies should be 1.5 metres. The applicant has clarified that the proposed balcony would have dimensions of 3.1 metres x 1.6 metres, therefore complying with the Mayor's SPG in this regard.

Children's Play Space

London plan (2015) Policy 3.6 B requires housing development proposals to make provision for play and informal recreation. The requirement is reiterated by Policy DM 28 A of the Development Management Policies Local Plan (2013).

Appendix 1 of the Harrow Planning Obligations SPD provide formulae for calculating child yield. On this basis it is calculated that the proposed development would yield (rounded up) 4 x 0-4 year olds, 2 x 5-10 year olds and 1 x 11-15 year old. Applying Harrow's local standard of 4m² playspace provision per child, this equates to a total requirement for 28m². The proposal makes provision for a total area of 134m² located underneath the oak tree in the north-east corner of the site and, therefore, far exceeds the quantum required and is acceptable.

In qualitative terms however it is considered that the proposed provision (natural play

²⁶ Such as Everton Court, Everton Drive, nos. 219-339 Honeypot Lane and 10-44 Taunton Way.

features for climbing, jumping, balancing & etc) would be suitable for younger age groups but would not meet the needs of teenagers. The Planning Obligations SPD allows for contributions to be paid towards off site provision; however it is calculated that the proposal would yield only 1 x 11-15 year old and so the impact in terms of increased demand for teenage playspace from the development is considered to be negligible.

The Daylight & Sunlight Study has been updated to include an assessment of shadowing to the proposed children's play space. This shows that 83% of the play space area would receive at least 2 hours of sunlight on 21st March, thus meeting the BRE guideline that at least 50% of amenity spaces should receive at least 2 hours of sunlight on that date. However, the applicant has clarified that the overshadowing test does not take account of the retention of trees, referring to BRE guidance which states that:

"...where the effect of a new building on existing buildings nearby is being analysed, it is usual to ignore the effect of existing trees. This is because daylight is at its scarcest and most valuable in winter when most trees will not be in leaf. Additionally this is because the dappled shade of a tree is more pleasant than the deep shadow of a building".

Taking the above into account, whilst perhaps not ideal for all times of the year, it is not considered that the location of the proposed play space underneath a tree is inherently unacceptable.

Residential Amenity of Neighbouring Occupiers

Paragraph 61 of the NPPF states *inter alia* that planning decisions should address the integration of new development into the built environment. London Plan Policy 7.6 B states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings in relation *inter alia* to privacy and overshadowing. Core Strategy Policy CS1 B requires development to respond positively to the local context in terms of design, siting, density and spacing. Policy DM1 C & D of the Development Management Policies Local Plan require development to achieve a high standard of design and layout and set out a number of privacy and amenity criteria for the assessment of the impact of development upon neighbouring occupiers to this end. The Council has also produced a Residential Design Guide SPD.

Privacy, Outlook and Visual Impact

The privacy and visual impacts in relation to the nearest neighbouring residential properties are as follows:

55A-D Everton Drive

The rear wall of proposed units 1 & 2 would be 5 metres from the common boundary and between 10 & 21 metres from the rear wall of nos. 55A-D Everton Drive. Units 1 & 2 would be two storeys, rising to a ridge height of 7.5 metres and with an eaves height of 5 metres. The first floor rear wall would contain a window to the bedroom of each of these proposed dwellings.

The rear elevation of nos. 55A-D Everton Drive is orientated so as not to directly face the common boundary, meaning that from the rear windows and balconies of these neighbouring dwellings, units 1 & 2 would be perceived at a more oblique angle of view. At its nearest corner, nos. 55A-D would be 5 metres from the common boundary and so the units 1 & 2, also with 5 metres separation, would not appear unduly obtrusive when viewed from gardens of nos. 55A-D Everton Drive.

To ensure that units 1 & 2 do not give rise to harmful overlooking of the rear elevations and gardens of nos. 55A-D Everton Drive it is recommended that the first floor rear windows be high level only and obscure glazed. A condition to secure this is recommended.

50-53 Chichester Court

The main flank wall of unit 2 would be 14 metres from the common boundary of nos. 50-53 Chichester Court. The flank wall would contain a bedroom window. Given the separation distance and noting also the retention of the existing mature tree in the adjacent part of the application site, it is not considered that this relationship would be detrimental to the visual amenity or privacy of the occupiers of nos. 50-53 Chichester Court.

The front elevation of unit 6 would be visible from nos. 50-53 Chichester Court. However this proposed terrace (units 3-6) would be orientated away from the common boundary meaning that the angle of overlooking from the front windows of unit 6 would be an oblique one, and it is noted that there is an existing mature tree to the rear of nos. 50-53 Chichester Court. Again, therefore, it is considered that there would be no detriment to the visual amenity or privacy of the neighbouring occupiers.

54-60 Chichester Court

The flank walls of proposed unit 6 and of unit 10 would each be between 0.7 and 2 meters from the common boundary and between 16 & 17 metres from the rear wall of nos. 54-55 Chichester Court and of nos. 56-57 Chichester Court respectively, these being the closest affected dwellings in the neighbouring terrace. Unit 6 would be three storeys, with a ridge height of 8.5 metres and eaves heights of 5 & 6 metres; the edge of the second floor dormer of unit 6 would be set in by 2.5 from the gable end and the flank wall would contain a window to the kitchen at ground floor level. Unit 10 would be two storeys, rising to a ridge height of 7.5 metres and with an eaves height of 5 metres, and the flank wall would contain a stair window at first floor level.

The proposal would bring development closer to the common boundary than the existing Haslam House and the gabled design of the proposed terrace roofs would mean that the ridge heights (8.5 metres in respect of unit 6 and 7.5 metres in respect of unit 10) would be fully perceived when viewed from the neighbouring terrace. On the other hand, the footprint of existing Haslam House spans a substantial width (approx. 18 metres overall) whereas the two proposed flank elevations would each be only 5.6 metres in width and with a gap of 5 metres between the two. Furthermore, the eaves height of the rear of unit 6 would be 5 metres – to match that of the eaves of the two storey unit 10. Taking all of these circumstances into account, and acknowledging the existing tree screening along the boundary, it is considered that units 6 & 10 would not appear unduly obtrusive when viewed from the rear windows and gardens of nos. 54-60 Chichester Court.

To ensure that units 6 & 10 do not give rise to harmful overlooking of the rear elevations and gardens of nos. 54-55 Chichester Court and of nos. 56-57 Chichester Court, it is recommended that the aforementioned kitchen and stair windows be high level only and obscure glazed. A condition to secure this is recommended.

1-20 Chichester Court

The rear wall of proposed units 11 & 12 would be between 10 and 15 metres from the south-east elevation of nos. 13-16 Chichester Court whilst proposed units 13 & 14 would

be between 9 and 14 metres from the south-east elevation of nos. 17-20 Chichester Court, these being the closest affected blocks in the neighbouring part of the Chichester Court estate. The proposed terrace would have a ridge height 8.5 metres and its facing rear wall would have an eaves height of 5 metres. The first floor rear wall of units 12-13 would contain a stair window and, at ground floor level, there would be a single storey projection (1.8m x 2m) behind each dwelling. These would provide storage for the residents of Chichester Court.

The existing soft interface between the Haslam House site and the Chichester Court estate would be removed and the 5 metres high rear wall of proposed units 11-14 would delineate the new boundary. In so doing, the proposal would significantly change the visual setting of this part of the Chichester Court estate by forming a new hard edge to the adjacent outdoor area (albeit that this area currently features a wall-enclosed clothes drying area), and by bringing a building that is wider and taller than the existing Haslam House closer to the neighbouring blocks at Chichester Court.

However, this change does not in itself equate to harm. The existing amenity spaces within the Chichester Court estate are fragmented and not uncommonly delineated by building edges (such as garages, pram stores and the blocks of flats themselves). The rear of the terrace would appear as a two (rather than conventional three) storey building by virtue of the 5 metres eaves height, and the first floor stair windows & ground floor projections would provide some visual relief to an otherwise blank rear elevation. Taken together with the above separation distances, it is considered that units 11-14 would not appear unduly obtrusive when viewed from the neighbouring blocks and adjacent outdoor area of the Chichester Court estate.

Subject to obscure glazing, which may be secured as a condition of planning permission, it is not considered that the first floor rear stair windows of units 11-14 would give rise to harmful overlooking of the neighbouring blocks and adjacent outdoor area of the Chichester Court estate.

304 Honeypot Lane

The flank wall of proposed unit 3 (containing stair windows at first and second floor levels) would be 1.6 metres from the common boundary and 3 metres from the flank wall of no. 304 Honeypot Lane, whilst the flank wall of proposed unit 7 (containing a first floor bedroom window) would be 3.8 metres and 5 metres away respectively. Proposed unit 1 (containing a first floor bedroom window) would be 8 metres from the north-east front corner whilst proposed unit 11 (containing stair windows at first and second floor levels) would be 7.5 metres from the north rear corner and proposed unit 15 (the 'gatehouse' – containing first floor windows to the studio flat) would be 6 metres from the south front corner of that neighbouring bungalow.

Proposed unit 7 would be entirely behind a 45 degree line drawn, on plan, from the rear corner of no. 304 Honeypot Lane, however the main three storey flank wall of proposed unit 3 would sit forward of a 45 degree line taken from the north-east front corner of the bungalow by approximately 1.5 metres. The flank walls of proposed units 1 and 11 would also sit beyond the 45 degree lines from the front and rear corners respectively of no. 304 Honeypot Lane.

The bungalow contains four windows to habitable rooms in the front elevation and windows to a conservatory, kitchen and a further habitable room at the rear. The flank walls of units 1 & 3 and the rear of the 'gatehouse' building would be visible from the

front windows of no. 304 and unit 11 would be a prominent feature in the outlook of the bungalow's rear windows and garden space. However, the bungalow is an alien feature within the surrounding development pattern – having no conventional street frontage and so comprising instead more of a 'backland' development – and consequently its outlook already features other buildings including the flank wall of 302 Honeypot Lane, the rear of nos. 55A-D Everton Drive and, at the rear, the four storey blocks of Chichester Court. The proposal would clearly bring development closer to the bungalow than existing surrounding buildings, and therefore have a greater visual impact, but the resulting impact (which would not be insignificant) needs to be balanced against the need to make effective use of this constrained previously-developed site. In these circumstances, it is not considered that the visual impact upon no. 304 Honeypot Lane would justify withholding planning permission for the development.

The bungalow also has two windows (to a utility room and a secondary habitable room window) and a door on its north flank elevation. These are not considered to be 'protected' within the meaning of the Council's SPD and so the impact on these is not considered to be unacceptable.

It is not considered that the flank windows of units 1 & 3 and the rear windows of unit 15 would lead to harmful overlooking of the front of no. 304 Honeypot Lane, which is already open to view the adjacent part of Honeypot Lane and from surrounding property. However to maintain a greater sense of privacy to the rear of the bungalow it is considered that the flank bedroom window to unit 7 (which is a secondary window – the main window to the bedroom of that unit being at the rear) and the flank stair windows to unit 11 should be high level only and obscure glazed. A condition to secure this is recommended.

302 & 306 Honeypot Lane

The south-east flank wall of proposed unit 15 would be 2.3 metres from the front corner of no. 302 Honeypot Lane and would sit 2.3 metres forward of it. The flank wall would have an eaves height of 5 metres and the part of the proposal roof adjacent to no. 302 would reach a ridge height of 7 metres.

Proposed unit 15 would sit entirely within a 45 degree line drawn, on plan, from the rear corner of no. 302 Honeypot Lane. In these circumstances it is not considered that the unit would appear unduly obtrusive in the outlook from the adjacent front kitchen and habitable room windows at no. 302. The flank wall of no. 302 contains that dwelling's main entrance and a secondary kitchen window at ground floor level, and a bathroom window at first floor level. These are not considered to be 'protected' within the meaning of the Council's SPD and so the impact on these is not considered to be unacceptable.

By reason of its shallow depth and forward siting, proposed unit 15 would not project rearward of no. 302 Honeypot Lane. Overlooking of the rear garden of no. 302 from the first floor rear windows of unit 15 would be at a conventional oblique angle and so would not be detrimental to the privacy of the occupiers of that neighbouring residential property.

The flank wall of proposed unit 1 (containing a secondary bedroom window) would be 8 metres from the common boundary and approximately 17 metres from the main rear wall of no. 302 Honeypot Lane. It is not considered that this unit, or any of the other proposed buildings on the site, would be detrimental to the visual amenity or privacy of the occupiers of no. 302.

The proposed studio flat would contain a recessed balcony with openings to the front and north-west flank elevations. Taking into account the separation of the 'gatehouse' building from residential property on the opposite side of Honeypot Lane, and that the flank wall would overlook only the neighbouring estate agent's office, it is not considered that this aspect of the proposal would be detrimental to privacy.

As is evident from the above analysis, the application site is constrained by its configuration and relationship with surrounding property. It is recognised that the applicant has made every effort in the design and layout of the proposal to minimise wherever possible the impacts upon neighbouring the nearest neighbouring property whilst making effective use of this previously developed land. However, it is considered that future alterations and extensions to the proposed dwellinghouses that could otherwise be carried out as permitted development pose the potential for harmful amenity impacts to existing neighbouring occupiers and to future occupiers of the development itself. For this reason, it is recommended that development that would otherwise be permitted by Part 1 (Classes A-E) to Schedule 2 of The Town and Country Planning (General Permitted Development) England Order 2015 (as amended) should be controlled. A condition to this effect is recommended.

Daylight, Sunlight and Overshadowing

A revised Daylight & Sunlight Study (Neighbouring Properties), dated 8th June 2016, has been submitted with the application. The Study assesses the impact of the proposed development upon neighbouring dwellings and gardens in accordance with the widely-recognised British Research Establishment (BRE) methodologies and guidelines. The impact upon a total of 272 windows has been assessed at the following neighbouring properties:

- 304 Honeypot Lane;
- 306 Honeypot Lane;
- Chichester Court (nos. 1-36 and 50-60);
- 55 a-d, 57-59, 61-63, 65-67 and 69-71 Everton Drive;
- Everton Court (nos. 286-292, 300 and 302); and
- 321, 323, 325, 329, 335 and 339 Honeypot Lane.

The Study uses the Vertical Sky Component (VSC)²⁷ and Daylight Distribution (DD)²⁸ methods for assessing the impact of the development upon daylight to neighbouring windows. The Study confirms that all main habitable room windows tested pass the VSC test and all rooms pass the DD test, indicating that there would be no adverse impact upon daylight to the windows of the neighbouring properties.

The Study goes on to apply the Annual Probable Sunlight Hours (APSH)²⁹ methodology of testing the performance of all living room and conservatory windows that are within 90

²⁷ The report states that this is a measure of the percentage of sky visible from the centre of a window. By this measure, daylight is considered to be adversely affected if the VSC is both less than 27% and less than 0.8 its former value.

²⁸ The report states that this is a measure of the area of a room that does not have a direct view of the sky. By this measure, daylight is considered to be adversely affected if the DD less than 0.8 its former value.

²⁹ The report states that sunlight availability is considered to be adversely affected if the centre of the window: receives less than 25% of annual probable sunlight hours, or less than 5% of the annual probable sunlight hours between 21st September and 21st March; receives less than 0.8 times its former sunlight hours in either period; or has a reduction in sunlight received over the whole year greater than 4% of annual probable sunlight hours.

degrees of south. The Study reports that all windows tested were found to pass the BRE guidelines for annual probable and winter sunlight hours.

The Study also considers the impact of the proposed development in terms of overshadowing of neighbouring gardens. The BRE guidance states that 50% of the area of any garden should receive at least two hours of sunlight on 21st March and that, if as a result of new development, an existing garden does not meet this guideline, then the loss of light is likely to be noticeable if the area which can receive two hours of sunlight is less than 0.8 its former value. The following neighbouring gardens have been assessed:

- amenity area behind nos. 1-20 Chichester Court;
- amenity area behind nos. 21-36 Chichester Court;
- private gardens of nos. 54-60 Chichester Court;
- communal garden of nos. 50-53 Chichester Court;
- private gardens of nos. 57-71 Everton Drive; and
- private gardens of nos. 286-302 Everton Court.

The results show that, with two exceptions³⁰, all of the gardens assessed would receive at least two hours of sunlight to at least 50% of their area on 21st March. Of the two gardens found to be below this threshold, one is already (i.e. in the existing situation) below the threshold and would be unaffected by the proposed development, whilst the other would suffer a sunlight loss of 7% and so would be within the 20% tolerance of the BRE guidance.

Taking into account the evidence provided by the Study, it is considered that the proposal's impact on daylight, sunlight and shadow to neighbouring properties would be acceptable.

Noise

The proposal would increase activity on the site. However, by its residential nature and in the context of the surrounding pattern and character of development, it is not considered that this would be incompatible with the amenities of existing neighbouring occupiers. Neither is it considered, given the relatively modest number and size of dwellings proposed, that use by residents of the communal amenity spaces and children's play area within the development would give rise to harmful levels of noise and disturbance to neighbouring occupiers.

The proposed car park would run alongside the flank boundary of no. 302 Honeypot Lane and would be in front of bungalow at no. 304 Honeypot Lane. However, this arrangement is as existing for Haslam House and it is not considered that the proposal would be likely to lead to any significant increase in noise and disturbance associated with use of the car park.

The existing bin store on the site is situated behind the rear boundary of nos. 55A-D Everton Drive. The proposal would result in the relocation of bin storage towards the side frontage and adjacent to the flank wall of no. 302 Honeypot Lane. However, the bin store would be enclosed (a condition is recommended to secure details of the proposed gated to the bin store) and, given the relatively modest number of dwellings proposed within the development, it is not considered that noise and disturbance from the bin store would be unreasonably detrimental to the occupiers of the neighbouring property no. 302 Honeypot Lane.

³⁰ Nos. 300 & 302 Everton Court.

Parking and Highway Safety

Paragraph 32 of the NPPF states that decisions should take account of whether: opportunities for sustainable transport modes have been taken up; safe and suitable access for all people can be achieved; and whether cost-effective improvements to the transport network can be undertaken. Paragraph 36 goes on to state that all developments which generate significant amounts of movement should be required to provide a Travel Plan. Policy 6.3 of the adopted London Plan (2015)³¹ requires the impact of development proposals on the transport capacity to be fully assessed. Policies 6.9 and 6.13 give effect to the Plan's maximum car parking and minimum cycle parking standards. Policy DM 42 of the Development Management Policies Local Plan (2013) reiterates the need to comply with the London Plan car and cycle parking standards, seeks motorcycle/scooter parking spaces in all developments with more than 10 spaces, and requires the design and layout of parking areas (including those for scooters/motorcycles and bicycles) to be safe, secure and fit for purpose.

A Transport Statement dated 4th March 2016 has been submitted with the application. In terms of parking, the Statement estimates that the likely demand for parking associated with the proposed development would be 19 cars and it includes the results of an on-street parking survey of the area which indicates occupancy rates of the on-street space in the region of 71-74%.

The London Plan residential parking standards³² specify a maximum of less than 1 car parking space per 1 & 2 bedroom dwelling. The proposal would make provision for 5 general and 2 disabled car parking spaces, which equates to a ratio of just over 0.4 space per dwelling.

The site is within an area with a public transport accessibility level of 2, which is comparatively low but not unexpected in this predominantly suburban area. The quantum of proposed on-site provision is less than the demand for car parking likely to be generated by the development, as estimated in the submitted Transport Statement.

The Transport Statement goes on to demonstrate with reference to the survey results that there is sufficient available on-street space to accommodate the balance of 12 cars for which provision is not made on the site. Nevertheless, the proposed quantum of on-site parking provision is considered to be at the lower end (within the maximum) of what is acceptable for the development in operational terms, subject to the mitigations recommended by the local highway authority. Those mitigations being:

- a contribution of £10,000 to be made towards the investigation of implementing a controlled parking zone (CPZ) within the vicinity of the site;
- the proposed development being designated 'resident permit restricted' in the event of such a CPZ coming into force; and
- the submission for approval and then implementation of a travel plan for the development.

It is therefore recommended that the applicant be advised that a the above financial contribution must be made to the local highway authority and that the development will be resident permit restricted in the event of a surrounding CPZ ('resident permit restricted' has also been added to the description of the proposed development). A

³¹ As amended by the Minor Alterations to the London Plan (2016)

³² See Table 6.2 of the Parking Standards Minor Alterations to the London Plan (2016).

condition is recommended to secure a travel plan.

Trip generation data provided in the submitted Transport Statement indicates that the proposal would give rise to a total of 18 two-way trips in the AM peak (of which 8 would be by car/van) and 10 such trips in the PM peak (of which 4 would be by car/van). There is no indication in the Transport Statement that the proposal would give rise to any highway safety issues, and it is noted that no objection has been raised by the local highway authority on highway safety grounds.

The London Plan (2015) Policy 6.13 D and accompanying Table 6.3 seek the provision of a minimum of one long stay space per studio/one-bedroom dwelling and two long-stay cycle parking spaces per 2+ bedroom dwelling, together with (for schemes of 40 or more dwellings) one short-stay space per 40 dwellings (for developments of 40+ dwellings). Policy DM42 (A) of Harrow's Development Management Policies Local Plan (2013) undertakes to support proposals where the number of cycle parking spaces would meet or exceed the minimum London Plan standards.

Each of the proposed houses would be provided with cycle parking space for two bicycles within their private garden spaces. As such, the proposal would meet the short-stay quantitative requirements of the London Plan in respect of the two-bedroom dwellings and would exceed the requirements in respect of the one-bedroom dwellings. One cycle long stay parking space would be provided internally within ground floor level of the 'gatehouse' building for the proposed studio. No short-stay spaces are required as the development involves less than 40 dwellings.

In qualitative terms, the provision of cycle parking within the private curtilages of the proposed dwellings would mean that the spaces would be relatively secure. However, in a number of instances, this would mean that bicycles would have to be wheeled through the house (and in the case of the studio would be stored within the dwelling itself) which is not ideal. To minimise the number of instances where this occurs it is considered that those gardens with a boundary contiguous to part of the public realm within the development should be provided with a garden gate into that public realm. Furthermore, to encourage use of this more sustainable mode, it is considered that the parking spaces should be weather protected. It is recommended to secure details in respect of both of these matters as a condition of planning permission.

Design and Local Character

Paragraph 56 of the NPPF reiterates the Government's commitment to good design and its strong relationship with good planning, and paragraph 60 goes on to advise that local planning authorities should not attempt to impose architectural styles or particular tastes (although it is proper to seek to promote or reinforce local distinctiveness). London Plan (2015) Policy 7.4 provides some context criteria for the consideration of design whilst Policy 7.6 sets out a wide ranging set of criteria for the consideration of proposed buildings and structures.

Core Strategy Policy CS 1 B requires development proposals to respond positively to the local and historic context, and to reinforce positive attributes of local distinctiveness whilst promoting innovative design and/or enhancing areas of poor design. Policy DM1 of the Development Management Policies Local Plan (2013) requires all development to achieve a high standard of design and layout. It goes on to set out a number of design and layout considerations to this end. Further, local guidance is set out in the Harrow Residential Design Guide SPD.

The subject proposal follows extensive pre-application discussions with officers. As documented in the Design & Access Statement (DAS) submitted with the application, the proposal follows the exploration of an alternative prospective scheme for a block of flats (24 units) which was rejected on the grounds of its amenity and other impacts and refinement (from 17 to 15 units) following public consultation. It is clear from the DAS that the subject proposal has evolved in response to the constraints of this site, in particular to:

- minimise loss of light/overshadowing to neighbouring properties;
- minimise overlooking of neighbouring properties and between properties within the development;
- create a built presence onto the Honeypot Lane frontage and provide natural surveillance of the site's car parking area;
- appropriately respond to the scale of surrounding buildings whilst making effective use of the site.

The DAS also points out that the scheme design results in each home having its own front door (i.e. no communal entrances/lobbies) at ground level and ensures that there is no visual differential between the various tenures within the development. The proposed materials as specified in the DAS are brick facades with features comprising pre-cast concrete window cills & lintels and tile cladding to the 'dormers' of the three storey dwellings.

The wider area is predominantly characterised by traditional 1930s suburban development of buildings set back from the street frontage and typically generous rear gardens. The proposal self-evidently does not seek to emulate this local development pattern (although 4-dwelling terraces are not uncommon in the area). Rather, the result of the proposal is a form of development more akin to Victorian terraced housing – relatively small wall-enclosed gardens and some dwellings opening directly onto the public realm – and illustrative material included with the DAS confirms this architectural inspiration. Furthermore, the provision of some of the proposed houses with their entire amenity space at the front rather than the rear, the front 'dormer' features and the urban grain that would be created by the irregular and tight arrangement of buildings on the site, would be without precedent in the locality.

However, as noted above, the NPPF is clear that local planning authorities should not seek to impose architectural styles or particular tastes and the circumstances of the site are such that it does not form part of a streetscene (other than the narrow site frontage to Honeypot Lane) or plot rhythm that contributes positively to the local pattern and character of development. The proposal's design provides an innovative response to the site constraints and would result in a distinctive development of unique character in this part of Queensbury.

The proposed 'gatehouse' building would, together with the existing neighbouring (but single storey) estate agent's building no. 306 Honeypot Lane and garages at Chichester Court, sit forward of the notional building line created by Everton Court and the block nos. 1-8 Chichester Court. At two storeys, the proposed 'gatehouse' would increase the prominence of the intrusion beyond the notional building line whilst its design, featuring two front-to-back gable roofs and an inset front balcony at first floor level, would be alien to the character of other development in the streetscene. However this is (exceptionally) considered to be acceptable in this case as a landmark device, to aid legibility to this

otherwise 'backland' site and to draw attention to this unique development within the locality. The building would retain a set-back of 2.5 metres from the back edge of the adjacent pavement which would allow for some hard & soft landscaping as a setting for the building.

Subject to control of materials details, as a condition of planning permission, it is concluded that the proposal would – in a unique and distinctive way – achieve a high standard of design and layout and would not be detrimental to the character and appearance of the locality.

Lifetime Neighbourhoods

London Plan³³ Policy 3.5 B requires, *inter alia*, 90% of new housing to meet Building Regulation requirement M4(2) (*relating to accessible and adoptable dwellings*) and 10% of new housing to meet Building Regulation requirement M4(3) (*relating to wheelchair user dwellings*); Policy 7.1 D requires the design of new buildings and spaces to reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood. Policy DM 2 A & B of the Development Management Policies Local Plan (2013) sets out further, detailed local criteria for the creation of Lifetime Neighbourhoods.

Although within an area with a relatively modest public transport accessibility level, the site is within a reasonable walking distance of Queensbury local centre (via Honeypot Lane to the north-west) and Morrison's supermarket (to the south-east). As such, the proposed development would enjoy reasonably good access to local services and facilities. The proposal would make provision for replacement storage spaces to be provided for the occupiers of Chichester Court and, in this respect, would contribute to the creation of a lifetime neighbourhood beyond the site boundary.

The submitted Design & Access Statement (DAS) confirms that:

- all fifteen dwellings including approaches to them have been designed to meet or exceed Building Regulations Part M4(2) and, in so doing, would provide greater accessibility than the minimum statutory requirements of Part M; and
- in addition, one dwelling (proposed unit 2) has been designed in order to be easily adaptable and to meet Building Regulations Part M4(3).

It is concluded that the proposal would make a positive contribution to the creation of a lifetime neighbourhood. A condition is recommended to ensure, as required by the London Plan, that the proposed development complies with Buildings Regulations requirements M4(2) and M4(3).

Designing Out Crime

Paragraphs 58 and 69 of the NPPF state that planning decisions should *inter alia* create safe environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion. London Plan (2015) Policy 7.3 B states that development should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating. Core Strategy Policy CS 1 E requires new development to create and maintain safe and secure neighbourhoods in accordance with best practice standards. Policy DM 2 A (d) of the Development Management Policies Local Plan (2013) requires all proposals to be safe and secure for everyone in line with Secured by Design principles.

³³ As amended by the Minor Alterations to the London Plan (2016).

The Association of Chief Police Officers (ACPO) publication *Homes* (2016) sets out up-to-date design and layout guidance for minimising opportunities for crime in new development.

The proposal has been the subject of discussion with the Metropolitan Police's Designing Out Crime officer. In response to the officer's concerns (see *consultation responses* section above) the applicant has advised that:

- there would be secure locked gate to the north-west perimeter of the site – keys would be held by the management company;
- the building layouts are determined by the need to meet space and internal arrangement requirements for the 2-bedroom dwellings, and to avoid building within the root protection areas of retained trees;
- a 2.1 metres high wall is proposed on the western boundary and 1.8 metres high walls with a secure self-closing gate would enclose the gardens;
- there is insufficient space to add a walled garden to the front of units 7-10 however pre-cast concrete window sills with planters are proposed as a buffer between the kitchen windows and the path; and
- a well-designed lighting plan that complies with BS 5489 will be development.

Notwithstanding the above response, the Metropolitan Police's Designing Out Crime officer remains unsatisfied that his concerns have been addressed.

In terms of natural surveillance from Honeyplot Lane, it is acknowledged that much of the site is not particularly visible from the street this being a function of the site's configuration and 'backland' nature. However, the site would be the subject of some natural surveillance from neighbouring properties as well as from the dwellings within the proposed development itself. In these circumstances, it is not considered that the low level of natural surveillance from Honeyplot Lane would lead to increased potential for crime and anti-social behaviour on the site.

Details of site boundary treatment and the arrangements for locking (and controlling) any gates may be secured as a condition of planning permission, to ensure that the site's potential permeability to criminals is minimised. Similarly details of a lighting plan, to ensure appropriate levels of lighting throughout the public realm areas within the proposed development, may be secured by condition.

The Designing Out Crime officer's concerns as regards the relative concealment of the front doors of proposed units numbered 3-6 and 11-14 are noted and understood. Equally, however, it is acknowledged that the applicant has investigated the potential to address this by handing the position of the ground floor w.c. projections to these units and that this possibility is constrained by the internal layouts of the units and (to the north) the site boundaries and tree root protection areas. This aspect of the proposal, and indeed the lack of defensible space to the front of some of the dwellings, therefore appears to present an unresolvable problem in terms of designing out crime. Nevertheless it is concluded, on balance, that the public benefits of securing dwellings of acceptable size & internal layout, and of retaining trees wherever possible, outweighs this acknowledged threat.

In terms of the path along the north boundary, it is considered that this could be resolved by the incorporation of that narrow space within the gardens of the adjacent proposed units 6 & 10. Revised plans have now been secured to address this.

Sustainable Drainage

London Plan (2015) Policy 5.13 A states that development should utilise urban drainage systems, unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates. Core Strategy Policy CS 1 U requires development to be managed to reduce flood risk and increase resilience to flood events. Policy DM 10 A of the Development Management Policies Local Plan (2013) gives substantial weight to the achievement of greenfield run-off rates and part B of the policy sets out the design and layout criteria for major development proposals.

A Sustainability & Energy Statement (dated March 2016) has been submitted with the application. Section 3.5 of the Statement acknowledges that the site is within a critical drainage area and confirms that the proposed landscaping is designed to achieve a greenfield run-off rate and, further, that sustainable drainage systems (SUDS) are proposed to control the rate and volume of surface water run-off.

Section 2.11 of the Design & Access Statement advises that open storm water runnels will run the length of the access paths and that permeable paving will be used throughout the scheme. A document entitled 'Precedents and Planting Palette: Stage C' has also been submitted with the application and this identifies two areas – one to the north of unit 14 and one to the south of unit, for the formation of SUDS gardens. However full details of the proposed sustainable drainage measures, and how it will be managed/maintained, have not been submitted. However, the Council's Infrastructure Engineer has confirmed that she has no objection subject to securing full details of the proposed arrangements for the disposal of foul and surface water from the development, and surface water attenuation, as conditions of planning permission. To secure full compliance with Policy DM 10 it is considered that details of adequate arrangements for the management and maintenance of the sustainable drainage measures are also required and a condition to this end is therefore also recommended.

Landscaping

Paragraph 58 of the NPPF states that planning decisions to ensure that developments are visually attractive as a result of, *inter alia*, appropriate landscaping. London Plan (2015) Policy 7.5 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* of the Development Management Policies Local Plan (2013) 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 new planting to grow; and supports biodiversity.

As noted above, a document entitled 'Precedents and Planting Palette: Stage C' has been submitted with the application. This identifies six landscape zones within the proposed development and includes outline landscape proposals for them as follows:

public paths

These are the access paths serving the houses within the development. These would be hardsurfaced with storm water runnels along their length. The runnels would be bridged over to provide access to the private dwellings.

SUDS gardens

The storm water runnels would flow into these areas. That to the north of unit 14 would be a planted rain garden with stepping stones. That to the south of unit 7 would be a

wider public path with gravel trenches either side.

playspace/shade garden

This would be the 134m² area under the oak tree at the north-east corner of the site. The area would be covered in wood chippings with shade tolerant ground cover planting and natural play features for climbing, jumping, balancing & etc.

boardwalk

This would have linked the SUDS area north of unit 14 with the playspace/shade garden. However, this area has now been omitted in response to secured by design issues (see above).

private gardens

These are the gardens (various sizes) of the proposed dwellings. The gardens would be paved and enclosed by perforated brick walls. It is also stated that each garden would be provided with one fruit tree.

parking area

This is the remaining (predominantly car parking) area towards the front of the site and would be paved. It is stated that a pergola (with no columns) would lead pedestrians along the western edge of the car park and that climbers would be used to soften surrounding walls.

The Council's Landscape Architect has critiqued some of the detailed aspects of the proposed landscaping including the amount of hard surfacing, the provision of trees within the small private gardens, the provision of a play area underneath the retained oak tree, the adequacy of space for planting within the car park area, and the absence of details regarding the proposed SUDS areas and runnels. Nevertheless, as with other aspects of the scheme, it is noted that the site is constrained by its configuration and that there is a need to make efficient use of this previously developed site. In this context it is considered that the landscape proposals are in outline terms appropriate to the site and the nature of the development, and that full and appropriate details of hard & soft landscaping including surface materials, boundary treatment, levels, and arrangements for the management & maintenance of communal areas, as well as for the implementation of approved details, may be secured as conditions of planning permission.

Trees

Paragraph 118 of the NPPF states, *inter alia*, that planning permission should be refused for development resulting in the loss of aged or veteran trees unless the need for, and benefits of, development in that location clearly outweigh the loss. London Plan (2015) Policy 7.21 states that existing trees of value should be retained and that, wherever appropriate, additional trees should be planted in new development. Policy DM 22 of the Development Management Policies Local Plan (2013) resists the loss of TPO and other trees of significant amenity value only where it can be demonstrated that their loss would be outweighed by the wider public benefits of the proposal.

An Arboricultural Report (Stage 1) dated 23rd August 2015 and an Arboricultural Report (Impact Assessment and Method Statement) dated 18th January 2016, together with detailed tree survey drawings, have been submitted with the application.

There are no tree preservation orders (TPOs) relating to trees within the curtilage of the

site but there are trees to the rear of the site the subject of TPO no. 546. The aforementioned reports provide a comprehensive quality assessment of trees within and immediately surrounding the site and identified those that are proposed for retention and those for removal. In total, the Reports provide an assessment of impacts on 22 individual trees and 1 group of trees on and within the vicinity of the site.

The quality assessment uses the following grading system:

- Category A: these are trees of high quality with an estimated remaining lifespan of at least 40 years;
- Category B: these are trees of moderate quality with a remaining life expectancy of at least 20 years;
- Category C: these are trees of low quality with a remaining life expectancy of at least 10 years, or young trees with a stem diameter below 150mm; and
- Category U: these are trees in such a condition that they cannot realistically be retained as living trees for longer than ten years.

The Reports identify that the proposal would necessitate the removal of the following trees on the site:

- 1 x category B tree
- 10 x category C trees and 1 x group of category C trees

In addition, it identifies the following potential tree impacts of the development:

- 4 x trees requiring pruning;
- 2 x trees affected by building or wall foundations within their root protection areas;
- 5 x trees affected by new surfaces or play equipment within their root protection areas; and
- 5 x trees at risk of soil compaction within their root protection areas

Whilst any tree loss is regrettable it is noted that no category A trees and only 1 category B trees would be removed. The remainder of the removal would be category C trees and other saplings/shrubs on the site of little/no amenity value. The Council's Arboriculture Officer has raised no objection to the potential impacts upon those trees identified for removal subject to mitigation that can be secured through detailed controls/protection measures as a condition of planning permission.

Ecology and Biodiversity

Paragraph 118 of the NPPF states, *inter alia*, that opportunities to incorporate biodiversity in and around developments should be encouraged. London Plan (2015) Policy 7.19 C calls for development proposals to make a positive contribution to biodiversity, to protect statutory sites, species and habitats, and to help achieve Biodiversity Action Plan targets. Policy DM 20 and DM 21 of the Development Management Policies Local Plan (2013) set out criteria for the protection and enhancement respectively of biodiversity and access to nature, and give effect to Harrow's biodiversity action plan.

No details of proposals for the protection or enhancement of biodiversity have been submitted with the application. However, the site does not form part of (nor is it near) a designated site of importance for nature conservation. It is considered that proposals for the enhancement of the site's biodiversity value, through appropriate landscaping and the provision of bird/bat boxes where appropriate, may be secured as conditions of

planning permission.

Carbon Dioxide Emissions Reductions

Paragraph 96 of the NPPF requires new development to comply with adopted local policies on decentralised energy supply. London Plan (2015) Policy 5.12 A applies the following hierarchy for the reduction of carbon dioxide emissions from new development: use less energy; supply energy more efficiently; and use renewable energy. Part B of the policy goes on to set out a carbon dioxide reduction targets for residential development and requires detailed energy assessments to be submitted with applications for major development.

A Sustainability & Energy Statement (dated March 2016) has been submitted with the application. It identifies a range of measures for making the proposed dwellings more energy efficient (*use less energy*) but the possibility of installing a community heating and power scheme (*supply energy more efficiently*) has been discounted due to the relatively modest scale of the proposed development and consequent commercial/feasibility implications. The Statement goes on to advise that photovoltaic panels or an energy efficient solar assisted heat pump system would also be installed to the proposed dwellings (*use renewable energy*). The Statement concludes that the combination of the selected measures would result in the development performing to a 35% improvement upon Part L of the 2013 Building Regulations (equivalent to a 40% improvement upon Part L of the 2010 Building Regulations).

Accordingly, it is concluded that the proposal would comply with the London Plan requirements for carbon dioxide emissions reductions. Implementation of the measures specified in the Sustainability & Energy Statement may be secured as a condition of planning permission.

Sustainable Design and Construction

Paragraph 96 of the NPPF requires new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption. London Plan (2015) Policy 5.3 B & C set out the principles and criteria for sustainable design and construction in new development. Policy DM 12 of Harrow's Development Management Policies (2013) Local Plan sets out Harrow's local requirements.

Details of measures for avoiding internal overheating and the urban heat island effect have not been submitted. However, as noted elsewhere in this report, the proposal makes provision for some existing trees on/within the vicinity of the site to be retained and provides some opportunities for new low level and climber planting on the site, both of which would be likely to help to mitigate any exacerbated urban heat island effect resulting from the increase in buildings and hardsurfacing on the site. As all of the dwellings would have dual (or better) aspect it is considered that there are satisfactory opportunities for cross ventilation to help manage internal overheating, without the need for specific mechanical or non-mechanical measures to be designed-in.

As noted elsewhere in this report, every living room within the development would have at least one window that passes BRE guidelines for annual probable and winter sunlight hours. As such, all dwellings would benefit from at least some solar gain.

Also as noted elsewhere in this report, it is intended to secure a Travel Plan for the development. This would help to minimise pollution from the development by encouraging journeys to and from the site to be made by more sustainable modes.

The submitted Sustainability & Energy Statement (dated March 2016) states that, wherever possible, new materials for the development would be sustainably sourced to achieve an A or A+ rating under the green Guide for Housing. In so doing, the proposal makes provision of use natural resources required for the development more efficiently.

Subject to adequate details of the measures for sustainable drainage, to be secured by condition, the risk of natural hazards to the development would be appropriately mitigated.

It is concluded that the proposal would be consistent with sustainable design and construction principles and requirements.

Air Quality

Paragraph 124 of the NPPF states that planning decisions should ensure that new development in air quality management areas is consistent with the local air quality action plan. London Plan (2015) Policy 7.14 B provides decision making criteria in relation to the air quality impacts of development. The air quality impact of proposed use/activity is also one of the privacy and amenity considerations set out in Policy DM 1 B of the Development Management Policies Local Plan (2013).

The whole of the Borough has been designated as an air quality management area (AQMA). However, as a 'backland site' surrounded by existing residential development it is not envisaged that future occupiers of the proposed houses would be exposed to unacceptable levels of air pollution. The proposed studio flat would be situated on the part of the site fronting Honeypot Lane and, as such, has the potential to be exposed to pollution from traffic. However, as with other residential property in this part of Honeypot Lane, the site is separated from the main carriageway by a service road and a grass verge.

The submitted Sustainability & Energy Statement confirms that the contractor would be required to adopt best practice policies in respect of air/dust pollution from site activities. Nevertheless, to safeguard the amenity of neighbouring occupiers with regards to the impact of dust/air pollution during construction, it is recommended that a construction management plan be secured as a condition of planning permission.

Noise

Paragraph 123 of the NPPF states that planning decisions should aim to avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development. London Plan (2015) Policy 7.15 B sets out planning decisions criteria for the management of noise by and affecting development proposals. The noise impact of proposed use/activity is also one of the privacy and amenity considerations set out in Policy DM 1 B of the Development Management Policies Local Plan (2013).

As a 'backland site' surrounded by existing residential development it is not envisaged that future occupiers of the proposed houses would be exposed to significant noise levels. The proposed studio flat would be situated on the part of the site fronting Honeypot Lane and, as such, would be exposed to traffic noise. However the submitted Sustainability & Energy Statement (dated March 2016) confirms that noise levels within all of the dwellings would be better than the minimum requirements of Part E of the Building Regulations.

The submitted Sustainability & Energy Statement confirms that construction work would be carried out in accordance with the Considerate Contractor Scheme Code of Practice. Nevertheless, to safeguard the amenity of neighbouring occupiers with regards to the impact of noise during construction, it is recommended that a construction management plan be secured as a condition of planning permission.

Electricity and Gas Supply

London Plan (2015) Policy 5.4 A calls for developers to engage with boroughs and energy companies to identify the gas and electricity requirements of their proposals. Core Strategy Policy CS1 Z requires proposals to demonstrate that adequate existing or proposed infrastructure capacity exists or can be secured both on and off the site to serve the development.

Details of the adequacy of electricity and gas supply to serve the development have not been submitted. However, given the relatively modest scale of the development in this instance and the demands likely to have been generated by the previous children's home on the site, this is not considered to be unacceptable.

Water Use and Waste Water Capacity

London Plan³⁴ Policy 5.15 B states that development should minimise the use of mains water by incorporating water saving measures and equipment and sets a water consumption target of 105 litres or less per person per day for new residential development. Core Strategy Policy CS1 Z requires proposals to demonstrate that adequate existing or proposed infrastructure capacity exists or can be secured both on and off the site to serve the development. Policy DM10 A of the Development Management Policies Local Plan (2013) requires proposals to make provision for the installation and management of measures for the efficient use of mains water.

The submitted Sustainability & Energy Statement (dated March 2016) states that, to reduce water consumption within the home, the dwellings would be provided with flow restrictors on taps, efficient washing machines & dishwashers and dual flush systems for WCs, but that rainwater harvesting/water recycling is not viable for this scheme. Also, individual water meters would be installed to each dwelling. The submitted details do not, however, demonstrate compliance with the London Plan water consumption target; it is therefore recommended that this matter be addressed as a condition of planning permission.

Details of the arrangements for the disposal of waste water have not been submitted. However, there has been no objection from Thames Water subject to conditions.

Waste and Recycling

London Plan (2015) Policy 5.13 requires development to minimise the generation of waste and maximise reuse or recycling. These sentiments are echoed in Core Strategy Policy CS1 X. Policy DM 45 of the Development Management Policies Local Plan (2013) requires all proposals to make on-site provision for general waste, the separation of recyclable materials and the collection of organic material for composting. Specifically, proposals must provide satisfactory storage volume, ensure satisfactory access for collectors and avoid nuisance and adverse visual impact to neighbouring occupiers.

The Council's Code of Practice for the Storage and Collection of Refuse and Materials

³⁴ As amended by the Minor Alterations to the London Plan (2016).

for Recycling in Domestic Properties (2016) sets out technical specifications for the form and capacity of provision in new development.

Recognising the constraints of the site, in particular the configuration of the site, the Council's Waste Management team leader was involved in pre-application discussions to provide a workable waste and recycling storage arrangement for the proposed development. As a consequence of these discussions, even though the proposal involves (predominantly) houses rather than flats, it was agreed that communal storage to serve the whole development, and located at the front of the site for ease of collection, represents the best solution in this instance.

The proposal would make provision for 2 x 1,100 litre general waste bins and 2 x 1,280 recycling bins and these would be located in a dedicated enclosure within the proposed 'gatehouse' building. In terms of capacity this is compliant with the requirements of the Council's Code of Practice "two bin" system. Collection would take place from service road kerbside in accordance with normal practice across the Borough. Although the resulting arrangement means that some dwellings would have carry distances in access of the recommended 25 metres maximum, this is considered to be preferable to a layout that would have necessitated bin lorries reversing into the site to collect directly from individual properties.

Landscaping within the site would be maintained and managed by the developer, allowing any associated organic waste to be collected and disposed of by contractors. Individual dwellings would be supplied with caddies for kitchen waste and these would need to be carried to the bin store by householders for collection on the appropriate day.

The proposed arrangements are, as a necessary departure from the Council's normal requirements for development of houses, therefore considered to be acceptable.

Other Infrastructure

On 1st April 2012 the Mayor of London's Community Infrastructure Levy (CIL) came into force and applies to all development except medical and educational uses. In Harrow, the Mayor's CIL is charged at a rate of £35.00 per square metre. It used to help fund the Crossrail infrastructure project. On 1st October 2013 Harrow Council's CIL came into force. It applies to new residential development at a rate of £110.00 per square metre.

The proposed residential development comprises 1,014 square metres floorspace³⁵. This generates a liability of £35,490.00 for the Mayoral CIL and £111,540.00 for the Harrow CIL. An informative to draw the applicant's attention to the CIL liability of the development is recommended.

Equalities Impact

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

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is

³⁵ Based on 997.3 sq. metres residential gross internal area (GIA) as specified at 3.2 of the submitted Planning Statement plus 16.5 sq. metres enclosed bin store as scaled from the submitted drawings.

prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Officers have taken this into account in the assessment of this application and the Committee must be mindful of this duty *inter alia* when determining all planning applications.

The proposal would make a contribution to the supply of accessible & adoptable and wheelchair user dwellings and to the delivery of affordable housing. It would also be liable to CIL contributions to mitigate the development's impacts upon, and help to improve, infrastructure in the wider area. It is therefore considered that the proposal would achieve a high level of inclusive access and would contribute positively to social cohesion.

In light of the above, it is considered that the proposed development would not result in any infringement on Equalities legislation.

Human Rights Act

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights ("the Convention") directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

This report has outlined the consultation that has been undertaken in relation to this planning application and the opportunities for people to make representations to the Council as the local planning authority. Members need to satisfy themselves that the measures proposed to minimise, *inter alia*, any adverse effects of the development are acceptable and that any potential interference with Article 8 rights will be legitimate and justified.

Both public and private interests are to be taken into account in the exercise of the Council's planning authority's powers and duties. Any interference with a Convention right must be necessary and proportionate. Members must, therefore, carefully consider the balance to be struck between individual rights and the wider public interest.

As set out above, it is necessary, having regard to the Human Rights Act 1998, to take into account any interference with private property rights protected by the European Convention on Human Rights and ensure that the interference is proportionate and in the public interest.

In this context, the balance to be struck between individual rights and the wider public interest has been carefully considered. Officers consider that any interference with Convention rights is justified. Officers have also taken into account the mitigation measures governed by planning conditions and the other associated requirements.

S17 Crime & Disorder Act

The proposed development would lead to the redevelopment of this 'backland' site with new residential use that would increase activity, footfall and natural surveillance within and around the site. These consequences are all likely to act as a natural deterrent to crime. The proposal's performance in terms of the Secured by Design guidelines has been assessed in the relevant section of this report.

It is concluded that the proposal would therefore not increase the risk or fear of crime.

Consultation Responses

In response to matters not addressed in the main report:

- fewer houses around a central courtyard would be better/recommend underground parking: the subject proposal follows pre-application discussions of alternative proposals; underground parking unlikely to be viable for such a relatively modest development
- prejudice future redevelopment of Chichester Court: the subject proposal has evolved alongside initial thinking for possible development at Chichester Court
- diminished view of surroundings: the loss of private views is not a material planning consideration
- suggest a swap of units 1 & 2 with units 3-1: noted however the proposed layout is the result of a desire to retain the oak tree at the north-east corner of the site
- the proposed development could make use of the new play area planned for Chichester Court: to comply with London Plan policy the proposal is required to make its own on-site provision for play space

CONCLUSION

The proposed development would make a more efficient use of this previously developed site and would make a welcome contribution to the supply of new houses including a proportion as affordable homes. It would accord with the Borough's spatial vision and strategy as set out in the Harrow Core Strategy. The development of the site is therefore considered to be acceptable in principle.

The proposal would achieve a high standard of design and layout and the applicant has made every effort, through design and layout, to mitigate the impacts on neighbouring occupiers. It has been demonstrated that, subject to mitigation measures, the impact upon traffic, parking and other components of local transport infrastructure would be acceptable. The proposal achieves a high level of environmental performance and would contribute to infrastructure via payments due through the Harrow CIL.

For all the reasons considered above, and weighing up the development plan policies and proposals and other material considerations, this application is recommended for grant. Conditions are recommended to ensure necessary mitigation and control over detailed matters over the proposal to ensure that the final development is acceptable.

CONDITIONS

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

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

2 Unless otherwise required by any other condition of planning permission and agreed in writing by the local planning authority, the development hereby permitted shall be carried out in accordance with the following approved drawings numbered 256_00_01; 256_00_10; 256_00_300; 256_10_010 Rev. P2; 256_10_100 Rev. P4; 256_10_101 Rev. P3; 256_10_102 Rev. P3; 256_10_103 Rev. P2; 256_10_300 Rev. P2; 256_10_301; 256_10_302 Rev. P4; 256_10_400 Rev. P2; 256_sk_160607; 256_SK1_160608; 256_SK2_160608; 256_SK2_160613; 256_SK2_160613; Design and Access Statement version P1; Sustainability and Energy Statement dated March 2016

REASON: To ensure a satisfactory form of development

Pre-Commencement Conditions

3 The development hereby approved shall not commence until arrangements for undertaking a review of the development's financial viability have been submitted to, and agreed in writing by, the local planning authority. In the event that the review demonstrates that the approved development is financially capable of providing affordable housing units in excess of four (4) affordable rented housing units and two (2) intermediate housing units, then:

- (i) the development shall not progress beyond damp proof course level, or such other point in the construction process as may be agreed in writing by the local planning authority, until proposals for an additional number of affordable housing units on the site have been submitted to, and agreed in writing by, the local planning authority; and
- (ii) the development shall be carried out in accordance with the proposals for an additional number of affordable housing units on the site as agreed under (i) above.

REASON: To ensure that the development provides the maximum reasonable amount of affordable housing on the site, in accordance with Policy 3.12 A of the London Plan (2015) and Policy CS 1 J of the Harrow Core Strategy (2012). To ensure that a financial viability review is carried out in time for any additional affordable units may be provided within the development, this is a **PRE-COMMENCEMENT** condition.

4 The development hereby permitted shall not commence until works for the disposal of sewage have been provided on site in accordance with details to be submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the works so agreed and the works shall thereafter be retained.

REASON: To ensure that there is adequate waste water infrastructure in place to serve the development and to ensure the separation of surface and foul water systems, in accordance with Policy 5.14 B of the London Plan (2015) and Policy DM 10 B of the Development Management Policies Local Plan (2013). To ensure that the works are agreed in time to be incorporated into the development, this is a **PRE-COMMENCEMENT** condition.

5 The development hereby permitted shall not commence until works for the attenuation, storage and disposal of surface water have been provided on site in accordance with details to be submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the works so agreed and the works shall thereafter be retained.

REASON: To ensure that the development incorporates sustainable drainage systems and achieves greenfield run-off rates, and to ensure the separation of surface and foul water systems, in accordance with Policy 5.13 A of the London Plan (2015) and Policy DM 10 A & B of the Development Management Policies Local Plan (2013). To ensure

that the works are agreed in time to be incorporated into the development, this is a **PRE-COMMENCEMENT** condition.

6 The development hereby permitted shall not commence until details of measures to minimise the use of mains water have been submitted to, and agreed in writing by, the local planning authority. The development shall be completed in accordance with the details so agreed and shall thereafter be retained.

REASON: To ensure that the development contributes to the efficient use of mains water consumption in accordance with Policy 5.15 B of the London Plan (as amended by Minor Alterations to the London Plan 2016) and Policy DM 10 A of the Development Management Policies Local Plan (2013). To ensure that the measures are agreed in time to be incorporated into the development, this is a **PRE-COMMENCEMENT** condition.

7 The development hereby approved shall not be commence until details of the means of protection of the trees and other existing planting to be retained within the site, and adjacent trees within adjoining sites, have been submitted to, and agreed in writing by, the local planning authority. The details shall include:

- a. identification of root protection areas;
- b. the method of any excavation proposed within the root protection areas;
- c. the type, height and location of protective fencing;
- d. measures for the prevention of soil compaction within the root protection areas; and
- e. the permeability of any hardsurfacing to be laid within the root protection areas.

The construction of the development shall be carried out in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority. To ensure that the means of protection are agreed in time to be put in place during the construction works, this is a **PRE-COMMENCEMENT** condition.

REASON: To ensure that the retention and survival of trees and other planting of significant amenity value within the site that are to be retained, and trees within adjoining sites, are safeguarded during construction, in accordance with Policy 7.21 B of the London Plan (2015) and Policy DM 22 D of the Development Management Policies Local Plan (2013).

8 The development hereby approved shall not be commence until a dust, noise and vibration management plan has been submitted to, and agreed in writing by, the local planning authority. The plan shall detail measures for the control and reduction of dust emissions, noise and vibration impacts associated with demolition, earthworks, construction and track out, and arrangements for monitoring air quality during construction. The development shall be carried out in accordance with the plan so agreed.

REASON: To ensure that measures are put in place to manage and reduce dust emissions, noise and vibration impacts during demolition and construction and to safeguard the amenity of neighbouring occupiers, in accordance with Policies 7.14 B and 7.15 B of the London Plan (2015). To ensure that measures are agreed and in place to manage and reduce dust during the demolition and construction phases of the development, this condition is a **PRE-COMMENCEMENT** condition.

9 The development hereby approved shall not be commence until a Construction Logistics Plan has been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the Plan so agreed, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers, in accordance with Policy DM 1 B & C of the Harrow Development Management Policies Local Plan (2013), and to ensure that the development does not adversely affect the free flow and safety of traffic on the transport network, in accordance with Policy 6.3 A & C of the London Plan (2015). To ensure that measures are agreed and in place to manage the amenity and transport impacts during the construction phase of the development, this condition is a **PRE-COMMENCEMENT** condition.

Progression Point Conditions

10 The development hereby approved shall not progress beyond damp proof course level until samples of the materials to be used in the construction of the external surfaces noted below have been submitted to, and agreed in writing by, the local planning authority:

- a. the buildings;
- b. the ground surfacing; and
- c. the boundary treatment.

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

REASON: To ensure that the development achieves a high standard of design and layout and to ensure that the ground surfacing materials are permeable in accordance with Policy DM 1 A & B and DM 10 B of the Harrow Development Management Policies Local Plan (2013).

11 The development hereby approved shall not progress beyond damp proof course level until details of the means of enclosure of the bin store have been submitted to, and agreed in writing by, the local planning authority. The details shall include the appearance of the means of enclosure and measures to mitigate the potential impacts of noise and odour associated with the use of the bin store. The development shall be carried out in accordance with the details so agreed and shall thereafter be retained.

REASON: To ensure that means of enclosure of the bin store achieve a high standard of design and layout, having regard to the character and appearance of the area, and that the development achieves a high standard of amenity for neighbouring occupiers of the site and future occupiers of the development, in accordance with Policy DM 1 A & B and C & D of the Harrow Development Management Policies Local Plan (2013).

12 With reference to the unit numbers denoted on the approved proposed block plan (drawing numbered 256_10_010 Rev. P2) and notwithstanding the details shown on any other approved drawing, the development hereby approved shall not progress beyond damp proof course level until details of gates from the each of the gardens of units 1, 2, 7 and 10 to public realm areas within the development, and details of secure and weather-protected cycle parking provision to be provided within each of the gardens of units 1-14 (inclusive), have been submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed and shall thereafter be retained.

REASON: To ensure that the cycle parking provision within the development is convenient and fit for purpose, in accordance with Policy 6.9 B of the London Plan (2015) and Policy DM 42 C of the Harrow Development Management Policies Local Plan (2013).

13 The development hereby approved shall not progress beyond damp proof course level until a plan for the on-going management and maintenance of the sustainable

drainage measures to be implemented across the development shall be submitted to, and agreed in writing by, the local planning authority. The plan shall thereafter be implemented for the lifetime of the development, or any amendment or variation to the plan as may be agreed in writing by the local planning authority.

Reason: To ensure that adequate measures for the control and disposal of surface water from the development are maintained on the site, in accordance with Policy 5.13 A of the London Plan (2015) and Policy DM 10 B of the Development Management Policies Local Plan (2013).

14 The development hereby approved shall not progress beyond damp proof course level until details of the provision of appropriate bird nesting boxes, bat roosting boxes/tubes and invertebrate habitat for the enhancement of biodiversity within the development shall be submitted to, and agreed in writing by, the local planning authority.

The details shall comprise:

- a) species catered for, number, location, orientation and type of bird boxes incorporated into or affixed to new buildings;
- b) number, location, orientation and type of bat boxes/tubes incorporated into or affixed to new buildings; and
- c) number, location, orientation and type of bird and bat boxes affixed to appropriate trees.

The development shall not be first occupied until the details so agreed have been implemented, and shall thereafter be retained.

REASON: To ensure that the development appropriately protects and enhances the biodiversity value of the site in accordance with Policy 7.19 C of the London Plan (2015) and Policy DM 21 A of the Development Management Policies Local Plan (2013).

15 No piling shall take place until a piling method statement (incorporating design details) has been submitted to, and agreed in writing by, the local planning authority. 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 5.14 B of the London Plan (2015); and to ensure that the retention and survival of trees and other planting of significant amenity value within the site that are to be retained, and trees within adjoining sites, are safeguarded during construction, in accordance with Policy 7.21 B of the London Plan (2015) and Policy DM 22 D of the Development Management Policies Local Plan (2013).

16 Before any landscaping is carried out within the site, including any works preparatory to such landscaping, a scheme for the hard and soft landscaping of the whole site shall be submitted to, and agreed in writing by, the local planning authority. Details shall include:

- a. planting plans (at a scale not less than 1:100), written specification of planting and cultivation works to be undertaken and schedules of plants, noting species, plant sizes and proposed numbers / densities and an implementation programme;
- b. existing and proposed site levels, clearly identifying changes to landform;
- c. details of hard surface materials;
- d. details of all boundary treatment, including fences, means of enclosure and gates; and

- e. details of management and maintenance objectives and a programme for all of the communal landscape areas.

The development shall be carried out in accordance with the scheme so agreed, and shall thereafter be retained.

REASON: To ensure that the development secures satisfactory hard and soft landscaping details (including planting appropriate to biodiversity enhancement) for all parts of the site, in accordance with Policies DM 1 A & B, DM 21 A and DM 22 B of the Development Management Policies Local Plan (2013).

17 No external lighting shall be installed anywhere on the site until details of such lighting has been submitted and, and agreed in writing by, the local planning authority. Such details shall include:

- a. the siting, height and appearance of the proposed lighting and any associated mounting structures;
- b. the type and strength of luminance of the luminaires;
- c. isoline (lux) diagrams;
- d. times and controls of illumination;
- e. the measures proposed to reduce light pollution; and
- f. the measures proposed to ensure minimal UV light emittance of luminaires.

The external lighting shall be installed and thereafter retained in accordance with the details so agreed or any amendment or variation to them as may be agreed in writing by the local planning authority.

REASON: To ensure that the public realm areas of the development are appropriately lit, having regard to the safety and security of future occupiers of and visitors to the development; and to ensure that the development achieves a high standard of amenity for neighbouring occupiers of the site; and to ensure that the level of lighting is conducive with habitat protection and enhancement; in accordance with Policies 7.3 B and 7.19 C of the London Plan (2015), Policy CS 1 E of the Harrow Core Strategy (2012) and Policies DM 1 A & B and DM 2 A of the Harrow Development Management Policies Local Plan (2013).

Pre-Occupation Conditions

18 The dwellings hereby approved shall not be first occupied until arrangements for the implementation, including monitoring and review, of a Travel Plan for the site (that shall first have been submitted to, and agreed in writing by, the local planning authority) have been secured. The Travel Plan (as so agreed in writing) shall remain in force for the duration of the development hereby approved unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that opportunities for more sustainable transport modes are fully exploited in accordance with paragraphs 32, 35 & 36 of the National Planning Policy Framework (2012), Policy 6.3 C of the London Plan (2015) and Policy DM 43 B of the Harrow Development Management Policies Local Plan (2013).

On-Going Conditions

19 Unless otherwise agreed in writing by the local planning authority, the development hereby approved shall be carried out in accordance with the proposals for emissions savings and sustainable design & construction that are documented in the approved Sustainability and Energy Statement dated March 2016

REASON: To ensure that the development makes appropriate provision for the minimisation of carbon dioxide emissions and sustainable design & construction in accordance with Policies 5.2 B and 5.3 B & C of the London Plan (2015) and Policy DM 12 A of the Development Management Policies Local Plan (2013).

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

REASON: To ensure that the development maintains appropriate provision for soft landscaping soft landscaping details (including planting appropriate to biodiversity enhancement), in accordance with Policies DM 1 A & B, DM 21 A and DM 22 B of the Development Management Policies Local Plan (2013).

21 The development hereby approved shall provide four (4) Affordable Rented Housing Units and two (2) Intermediate Housing Units as defined by Policy 3.10 of The London Plan (2015). The Intermediate Housing Units shall be available for Rent only at 80% of market rental levels.

REASON: To ensure the Affordable Housing units are delivered and tenures secured, thereby according with policies 3.8, 3.9, 3.10 & 3.11 of The London Plan 2015, policy CS1.J of The Harrow Core Strategy 2012 and policy DM24 of the Development Management Policies Local Plan 2013.

22 No more than 75% of the Open Market Units (private units) shall be occupied until the four (4) Affordable Rented Housing Units and two (2) Intermediate Housing Units have been completed (completion being the issuing of a certificate of completion by the developer's architect, agent, civil engineer or chartered surveyor) in accordance with the details of the Planning Permission. From the date of completion, the Affordable Rented Units and Intermediate Units shall not be occupied for any other purpose, other than as defined by Policy 3.10 of The London Plan (2015).

REASON: To ensure the Affordable Housing units are delivered and tenures secured, thereby according with policies 3.8, 3.9, 3.10 & 3.11 of The London Plan 2015, policy CS1.J of The Harrow Core Strategy 2012 and policy DM24 of the Development Management Policies Local Plan 2013.

23 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015, as amended, (or any order revoking and re-enacting that order with or without modification), no development which would otherwise fall within Classes A, B, D and E in Part 1 of Schedule 2 to that Order shall be carried out without the prior written permission of the local planning authority.

REASON: To ensure that any alterations (including new windows/doors) to the approved dwellings and any other development on the site achieves a high standard of design and layout, having regard to the character and appearance of the area, and achieves a high standard of privacy and amenity for neighbouring occupiers of the site and future occupiers of the development, in accordance with Policy DM 1 A & B and C & D of the Harrow Development Management Policies Local Plan (2013).

24 With reference to the unit numbers denoted on the approved proposed block plan (drawing numbered 256_10_010 Rev. P2) and notwithstanding the details shown on any other approved drawing, the following windows shall be high level (minimum cill height 1.7 metres above the relevant internal finished ground, first floor or second floor level) and fitted with obscure glazing:

a. all windows in the north flank walls of units 6 and 10;

- b. all windows above ground floor level in the rear walls of units 1, 2, 12, 13 and 14; and
- c. all windows in the south flank walls of units 7 and 11.

The windows shall be retained as such unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of privacy for neighbouring occupiers of the site, in accordance with Policy DM 1 C & D of the Harrow Development Management Policies Local Plan (2013).

25 With reference to the unit numbers denoted on the approved proposed block plan (drawing numbered 256_10_010 Rev. P2) and notwithstanding the details shown on any other approved drawing, all windows in the rear walls of units 4, 5 and 6 shall be high level (minimum cill height 1.7 metres above internal finished first floor level) and fitted with obscure glazing and shall be fixed closed. The windows shall be retained as such unless otherwise agreed in writing by the local planning authority.

REASON: To ensure that the development achieves a high standard of privacy for future occupiers of the development, in accordance with Policy DM 1 C & D of the Harrow Development Management Policies Local Plan (2013).

26. With reference to the unit numbers denoted on the approved proposed block plan (drawing numbered 256_10_010 Rev. P2) and notwithstanding the details shown on any other approved drawing, units 1 and 3-15 (inclusive) shall meet Building Regulation Requirement M4(2) (accessible and adaptable dwellings) and unit 2 shall meet Building Regulation requirement M4(3) (wheelchair user dwellings).

REASON: To ensure that the proposed dwellings are accessible and adaptable, and that the proposal makes a contribution to the supply of wheelchair user dwellings, in accordance with Policy 3.8 B of the London Plan (2015) (as amended by Minor Alterations to the London Plan 2016) and Policy CS 1 K of the Harrow Core Strategy (2012).

INFORMATIVES

1 INFORMATIVE:

There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for repair and future maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted for extensions to existing buildings. The applicant is advised to visit www.thameswater.co.uk/buildover

2 INFORMATIVE:

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 would 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 emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed online via www.thameswater.co.uk/wastewaterquality

3 INFORMATIVE:

Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009

4 INFORMATIVE:

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

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

0800-1300 hours Saturday

5 INFORMATIVE:

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

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

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

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

Also available for download from the Portal website:

<https://www.gov.uk/party-wall-etc-act-1996-guidance>

6 INFORMATIVE:

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

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

7 INFORMATIVE:

Please note that guidance on permeable paving has now been published by the Environment Agency on <http://www.communities.gov.uk/publications/planningandbuilding/pavingfrontgardens>

8 INFORMATIVE:

Please be advised that approval of this application (either by Harrow Council, or subsequently by PINS if allowed on Appeal following a Refusal by Harrow Council) will attract a liability payment of [insert amount] of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority on commencement of development will be collecting the Mayoral Community Infrastructure Levy (CIL). Your proposal is subject to a CIL Liability Notice indicating a levy of £35,490.00 for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of 1,014m²sqm. You are advised to visit the [planningportal](http://www.planningportal.gov.uk/planning/applications/howtoapply/whattosubmit/cil) website where you can download the appropriate document templates.

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

9 INFORMATIVE:

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

Harrow's Charges are:

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

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

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

All other uses - Nil.

The Harrow CIL Liability for this development is: £111,540.00

10 INFORMATIVE:

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 applicant's expense. Failure to report any damage could result in a charge being levied against the property.

11 INFORMATIVE:

Statement under Article 35(2) of The Town and Country Planning (Development Management Procedures) (England) Order 2015

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

Plan numbers: 256_00_01; 256_00_10; 256_00_300; 256_10_010 Rev. P2; 256_10_100 Rev. P4; 256_10_101 Rev. P3; 256_10_102 Rev. P3; 256_10_103 Rev. P2; 256_10_300 Rev. P2; 256_10_301; 256_10_302 Rev. P4; 256_10_400 Rev. P2; 256_sk_160607; 256_SK1_160608; 256_SK2_160608; 256_SK2_160613; 256_SK2_160613; Design and Access Statement version P1; Sustainability and Energy Statement dated March 2016

HASLAM HOUSE, 304 HONEYPOT LANE, STANMORE



SECTION 2 - OTHER APPLICATIONS RECOMMENDED FOR GRANT

ITEM NO: 2/01

ADDRESS: LIDL UK GMBH , 69 BRIDGE STREET , PINNER

REFERENCE: P/1822/16

DESCRIPTION: DISPLAY ONE INTERNALLY ILLUMINATE FREE-STANDING TOTEM SIGN (RETROSPECTIVE)

WARD: PINNER

APPLICANT: MR HENRY NEEL

AGENT: N/A

CASE OFFICER: TENDAI MUTASA

EXPIRY DATE: 22/06/2016

RECOMMENDATION

GRANT Advertisement Consent for the advertisement described in the application and submitted plans, subject to condition(s).

REASON:

The sign as installed poses no danger to public safety. It is not detrimental to the safe use and operation of drivers and pedestrians and does not distract, nor cause confusion to passing drivers. Subject to conditions including preventing the sign from being illuminated outside the store opening hours the sign would not compromise public safety and is therefore considered consistent with the NPPF and policy DM5 of the Harrow Development Management Policies Local Plan (2013) in this regard.

INFORMATION

This application is reported to planning committee due to the call in as requested by a nominated member under Part 1 Proviso B of the scheme of delegation dated 29th May 2013.

Statutory Return Type: Advertisement Consent

Council Interest: None

Gross Floorspace: sqm

Net additional Floorspace: None

GLA Community Infrastructure Levy (CIL) Contribution (provisional): None

Site Description

- 69 Bridge Street Pinner comprises a three storey building with a Lidl supermarket on the ground floor.
- The rear of the site comprises a car park that is in use by Lidl supermarket.
- The application relates to the front entrance of the store on the entrance from Bridge Street leading to the car park.

- It should be noted that the sign is currently in place.
- Immediately to the north-west are No's 81-95 Bridge Street, which has retail units on the ground floor and flats on the upper floor which have access from the rear.
- Surrounding the site are primarily ground floor retail shops with signage of varying sizes.
- The site is a secondary shopping area within the District Centre of Pinner.
- On the opposite side of Bridge Street is Waxwell Lane Conservation Area, the Grade II listed Police Station and Mile Post and locally listed No.60 Bridge Street, No. 2 Waxwell Lane and the Christian Science Church.

-

Proposal Details

The application proposes;

- One internally illuminated free standing totem sign (retrospective); the sign is supported by a frame with an overall height of 1.35m above ground level; the sign itself would measure height 2.80m, 1.93m in width and 0.33m in depth
- The sign is located at the entrance to the car park of the property.

Revisions to Previous Application

- None

Relevant History

P/3345/14 - Display One X Internally Illuminated Fascia Sign
GRANTED - 18/12/2014

P/3664/14- External Alterations To Shop Front And Cladding On Front Elevation; Installation Of New Fire Escape Doors Delivery Dock And Bollards On Car Park Access Road
GRANTED - 18/11/2014

P/3344/14- Display of 1 x internally illuminated fascia sign
GRANTED - 16/12/2014

P/2238/14- Display Of 1 X Internally Illuminated Replacement Box Sign On Fascia
REFUSED - 07/08/2014

Reason for Refusal:

The proposed internally illuminated box sign on the fascia above the main entrance by reason of it's excessive size in conjunction with its siting across a first floor window would be excessively prominent and obtrusive in the street scene and detract from the appearance of the building, which would harm the visual amenity of the area, contrary paragraph 67 of the NPPF (2012) and policy DM5 of the Harrow Development Management Policies (2013).

Appeal reference: APP/M5450/H/14/2226048

Decision: ALLOWED

P/2192/14

External Alterations To Shop Front And Cladding On Front Elevation; Installation Of New Fire Escape Doors Delivery Dock And Bollards On Car Park Access Road
REFUSED - 03/09/2014

Reason for Refusal:

The proposed cladding on the front elevation by reason of its siting across a first floor window would be unduly obtrusive in the street scene and detract from the appearance

of the building, which would harm the visual amenity of the area, contrary Policies DM1 and DM4 of the Harrow Development Management Policies (2013).

Appeal reference: APP/M5450/A/14/2227127

Decision: ALLOWED

P/2246/14

Display Of 1 X Internally Illuminated Box Sign On Rear Elevation

GRANTED - 07/08/2014

P/2245/14

Display Of 1 X Internally Illuminated Box Sign On Front Elevation

ALLOWED - 07/08/2014

Reason for Refusal:

The proposed internally illuminated box sign on the front elevation by reason of excessive size in conjunction with its location below an existing sign would be unduly obtrusive in the street scene and create a cluster of advertisements which would have a cumulatively harmful impact upon the visual amenity of the area, contrary paragraph 67 of the NPPF (2012) and policy DM5 of the Harrow Development Management Policies (2013).

Appeal reference: APP/M5450/H/14/2226051

Decision: ALLOWED

P/2302/12

1 X Externally Illuminated Free-Standing Hoarding Adjacent To Vehicular Access And 1 Elm Park Road And 1 X External Illuminated Hoarding Mounted To The North East Elevation Of Lidl 69 Bridge Street Pinner

REFUSED - 14/11/2012

Reason for Refusal:

The proposed externally illuminated hoarding signs by reason of their prominent location, siting, external illumination and excessive size would result in obtrusive additions which would not preserve the setting of heritage assets of the Waxwell Lane Conservation Area, would be detrimental to the character and appearance of the street scene, and the visual amenities of residential occupiers of No.83, No. 87, No. 91 and No.95 Bridge Street, being contrary to the National Planning Policy Framework (2012) .

P/3099/04/DAD

Internally illuminated projecting sign and 2 wall signs – at first and second floor level

GRANTED - 04/01/05

WEST/718/00/ADV

Externally illuminated fascia and hanging signs

GRANTED - 12/09/00

WEST/570/99/FUL

Change of use: retail to assembly and leisure (class A1 to D2) to private fitness centre on part of ground and first floors with extension to 1st floor mezzanine)

GRANTED - 08/09/1999

WEST/41/93/ADV

Non illuminated gantry sign

GRANTED - 24/04/1993

LBH/19410/W

Outline application: Supermarket with 2 flats at first floor & parking for 120 cars with access road

GRANTED - 18/06/1981

Pre-Application Discussion (Ref.)

- None

Applicant Submission Documents

- None

Consultations

Highways:

- *Would recommend that the sign is only illuminated during opening hours as there isn't a need for this particular sign to be lit outside of these times.*
- *Provided the lighting complies with luminance regulations, no objection to this proposal.*

Conservation Team – No objections due to distance away from the Listed Police Station

Advertisement

- None

Notifications

- N/A

Summary of Responses

Neighbour notification is not applicable on this particular type of application, however the following objection was received;

- The signage illumination should be restricted to the store's opening hours.

APPRAISAL

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

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

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

In this instance, the Development Plan comprises The London Plan (Consolidated with alterations since 2011) (2015) and the Local Development Framework (LDF). The LDF comprises The Harrow Core Strategy 2012, Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan (DMP) 2013, the Site Allocations Local Plan (SALP) 2013 and Harrow Local Area Map (LAP) 2013.

MAIN CONSIDERATIONS

Amenity and Public Safety

S17 Crime & Disorder Act

Equalities statement

Consultation Responses

Amenity and Public Safety

Paragraph 67 of the NPPF states that poorly placed advertisements can have a negative impact on the appearance of the built and natural environment. Control over outdoor advertisements should be efficient, effective and simple in concept and operation. Only those advertisements which will clearly have an appreciable impact on a building or on their surroundings should be subject to the local planning authority's detailed assessment.

Policy DM5 of the Development Management Policies DPD states:

A. Proposals for advertisements on buildings and freestanding units will be approved where:

- a. they do not adversely affect the visual amenity of the area, having regard to the character and use of the area;*
- b. they do not adversely affect the amenity of residential occupiers by reason of siting, illumination or noise;*
- c. they are appropriate in scale and illumination to and illumination to the location and, in the case of advertisements on buildings, the host building*

Because the proposed sign has now been installed, it has been possible to assess the actual sign in situ and to photograph it.

Applications for Advertisement Consent should be assessed in terms of their potential impact on amenity of the site, the area and neighbours; also in terms of any hazard they might present.

The site is located within the District Centre where a strong commercial and residential character prevails. Within the surrounding area there are various illuminated and non-illuminated advertisements. In this regard it is considered that the signs would not appear out of place in this environment.

The proposed sign as installed features high quality finish and the choice of materials used in its construction. It is considered that the signage would remain proportionate with the scale of the building and would not appear unduly prominent.

Objections have been raised regarding the period the sign is left illuminated well after the store has closed. This is contrary to the aims of DM5 section b and c as outlined above. It is considered that the sign's negative impacts can be mitigated by limiting the illumination to the stores opening hours only in order to reduce unnecessary light pollution. Further, the levels of illumination of the signage could be controlled by condition so as to ensure that there will be no glare or dazzling of motorists using the adjacent highway. This is necessary as the sign is located next to a residential property and an objection has been raised and since the advertisement has already been installed, its impact on neighbouring properties has been observed.

The Highways Authority was consulted and has no objections to the proposed signs in terms of potential harm to public safety. It is therefore considered that the proposal would not have any adverse impact on highway or public safety subject to conditions including preventing the sign from being illuminated outside the store opening hours. Consideration has been given regarding the location of the sign in terms of its impact on the setting of the conservation area and the listed building opposite. It is considered that the design of the sign and its setting away from these heritage assets would ensure that there would not be a harmful impact on the setting of these assets in accordance with

policy DM7 of the Harrow Development Management Policies Local Plan (2013)
The proposal would not compromise public safety and is therefore considered consistent with the NPPF and policy DM5 of the Harrow Development Management Policies Local Plan (2013) in this regard.

Equalities Statement

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

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

S17 Crime & Disorder Act

It is considered that the proposed design of the development would not lead to an increase in perceived or actual threat of crime

Consultation Responses

- The signage illumination should be restricted to the store's opening hours.

Officer response

This can be controlled by condition limiting the illumination of the sign to opening times only.

CONCLUSION

The sign has been prematurely installed. It causes no harm to the visual amenity of the site and in addition it poses no public safety issues.

CONDITIONS

1 Any advertisement displayed, and any site used for the display of advertisements, shall be maintained in a clean and tidy condition to the reasonable satisfaction of the local planning authority.

REASON: To comply with the provisions of the Town and Country Planning (Control of Advertisements) Regulations 2007.

2 No advertisement shall be sited or displayed so as to obscure, or hinder the ready interpretation of, any road traffic sign, railway signal or aid to navigation by water or air, or so as otherwise to render hazardous the use of any highway, railway, waterway or aerodrome (civil or military).

REASON: To comply with the provisions of the Town and Country Planning (Control of Advertisements) Regulations 2007.

3 No advertisement is to be displayed without the permission of the owner of the site, or any other person with an interest in the site entitled to grant permission.

REASON: To comply with the provisions of the Town and Country Planning (Control of Advertisements) Regulations 2007.

4 Where an advertisement is required under these regulations to be removed, the removal shall be carried out to the reasonable satisfaction of the local planning authority.
REASON: To comply with the provisions of the Town and Country Planning (Control of Advertisements) Regulations 2007.

5 Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.
REASON: To comply with the provisions of the Town and Country Planning (Control of Advertisements) Regulations 2007.

6 The maximum luminance of the sign shall not exceed the values recommended in the Institution of Lighting Engineers' Technical Report No. 5 (Second Edition).
REASON: In the interests of highway safety and amenity.

7 All illumination shall be non-intermittent unless otherwise agreed in writing by the local planning authority.
REASON: To safeguard the amenities of the locality.

8 The sign hereby approved shall only be illuminated during the following opening hours:
08:00 and 21:00, Mondays - Saturdays
11:00 to 18:00 Sundays, Public or Bank Holidays.
REASON: To ensure that the proposed development does not give rise to light pollution to neighbouring residents in accordance with policies DM1 and DM5 of Harrow Development Management Policies Local Plan 2013.

INFORMATIVES

1 The following policies are relevant to this decision:
National Planning Policy Framework (2012)
The London Plan (Consolidated with alterations since 2011) (2015) Policy 7.6B, 7.8
Harrow Core Strategy (2012) CS.1B, CS1 D
Development Management Policies Local Plan (2013) Policy DM5, DM7

2 INFORM23_M - Considerate Contractor Code of Practice
The applicant's attention is drawn to the requirements in the attached Considerate Contractor Code of Practice, in the interests of minimising any adverse effects arising from building operations, and in particular the limitations on hours of working.
(Include on all permissions involving building works where they could affect a public highway)

3 INFORM_PF2
Grant without pre-application advice
Statement under Article 31 (1) (cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended)
This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow has a pre-application advice service and actively encourages applicants to use this service.
Please note this for future reference prior to submitting any future planning applications.

Plan Nos: Site plan, and 3262



Appeal Decisions

Site visit made on 17 December 2014

by P G Horridge BSc(Hons) DipTP FRICS MRTPI

an Inspector appointed by the Secretary of State for Communities and Local Government

Decision date: 5 January 2015

Appeal A Ref: APP/M5450/A/14/2227127

69 Bridge Street, Pinner HA5 3HZ

- The appeal is made under section 78 of the Town and Country Planning Act 1990 against a refusal to grant planning permission.
 - The appeal is made by Lidl UK GmbH against the decision of Harrow Council.
 - The application Ref P/2192/14 was refused by notice dated 3 September 2014.
 - The development proposed is the refurbishment of the existing shop front, including replacement of zinc cladding with Alucobond cladding, new entrance/exit doors, new fire escape doors, new delivery dock, and installation of bollards on car park access road.
-

Appeal B Ref: APP/M5450/H/14/2226048

69 Bridge Street, Pinner HA5 3HZ

- The appeal is made under Regulation 17 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 against a refusal to grant express consent.
 - The appeal is made by Lidl UK GmbH against the decision of Harrow Council.
 - The application Ref P/2238/14 was refused by notice dated 7 August 2014.
 - The advertisement proposed is the removal of existing sign and erection of a new 1950mm x 1950mm sign built on to fascia.
-

Appeal C Ref: APP/M5450/H/14/2226051

69 Bridge Street, Pinner HA5 3HZ

- The appeal is made under Regulation 17 of the Town and Country Planning (Control of Advertisements) (England) Regulations 2007 against a refusal to grant express consent.
 - The appeal is made by Lidl UK GmbH against the decision of Harrow Council.
 - The application Ref P/2245/14 was refused by notice dated 7 August 2014.
 - The advertisement proposed is the removal of existing sign and erection of a new 1950mm x 1950mm sign built on to fascia.
-

Preliminary Matters

1. The above descriptions of development are taken from the application forms. The development proposed in Appeal A was amended by the council on the decision notice to read: "external alterations to shop front and cladding on front elevation; installation of new fire escape doors, delivery dock and bollards on car park access road." That on Appeal B was amended to "display of 1 x internally illuminated replacement box sign on fascia." Appeal C was amended to "display of 1 x internally illuminated box sign on front elevation." These wordings more accurately describe the works for which planning permission or advertisement consent is required.

www.planningportal.gov.uk/planninginspectorate

2. There is no objection to the new entrance/exit doors, fire escape doors and delivery dock, and the installation of bollards on the car park access road. The matters at issue revolve around the alterations to the cladding on the front elevation (Appeal A), the installation of a replacement box sign on this cladding (Appeal B) and the installation of a new box sign at ground floor level on the front elevation of the building (Appeal C).

Decisions

Appeal A

3. The appeal is allowed and planning permission is granted for external alterations to shop front and cladding on front elevation; installation of new fire escape doors, delivery dock and bollards on car park access road at 69 Bridge Street, Pinner in accordance with the terms of the application, Ref P/2192/14, dated 27 May 2014, and the plans submitted with it, subject to the following conditions:
 1. The development hereby permitted shall begin not later than three years from the date of this decision.
 2. The development hereby permitted shall be carried out in accordance with the following approved plans: 3262/02A, 3262/05, 3262/06, 3262/11F, 3262/15E, 3262/16C and 3262/23A.
 3. No development shall take place until full details, including samples and colour, of materials to be used in any external works have been submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Appeal B

4. The appeal is allowed and consent for the display of the advertisement as applied for is granted. The consent is for five years from the date of this decision and is subject to the five standard conditions set out in the Regulations.

Appeal C

5. The appeal is allowed and consent for the display of the advertisement as applied for is granted. The consent is for five years from the date of this decision and is subject to the five standard conditions set out in the Regulations.

Main issues

6. At issue in all 3 appeals is the effect of the new cladding and the advertisements on the appearance of the streetscene.

Reasons

7. The appeals relate to a modern building of ostensibly three-storey height, located on the south-west side of one of the main shopping streets in the centre of the town of Pinner. The front part of the ground floor is occupied by a gym (Fitness First), with the Lidl supermarket at the rear and accessed from the street via a passageway entrance. An access road to the side of the building leads from Bridge Street to a car park located over the supermarket and to a delivery dock.

8. On the front elevation of the building is a band of zinc cladding above the ground floor windows. This contains an illuminated sign for Lidl over the shop entrance and further signs for Fitness First. A second illuminated Lidl sign projects from the end of the cladding, with a third being located at a higher level between the first and second floor windows.
9. The proposals in Appeal A include the replacement of the zinc cladding with Alucobond cladding. Immediately over the shop entrance this would be extended upwards to incorporate a larger Lidl sign. This sign is the subject of Appeal B. The existing third sign would be removed but a larger replacement sign would be installed at ground floor level further along the site frontage (Appeal C).
10. Relevant development plan policies include those in the council's Development Management Policies Local Plan Document (DMPLPD), adopted in 2013. Policy DM1 seeks to achieve a high standard of development, with particular attention amongst other matters to the appearance of buildings. Policy DM4 deals specifically with shop fronts and forecourts, which should be in scale and proportion to the host building and appropriate to the character of the local area. Policy DM5 covers advertisements, which should not adversely affect the visual amenity of the area, having regard to its character and use.
11. The Waxwell Lane Conservation Area lies on the opposite side of Bridge Street, although the appeal site is outside the designated area.

Appeal A

12. The upward extension of the cladding over the shop entrance would be over what appears to be a first floor window, but which the appellants point out is effectively a 'dummy' window to an unused roof void. It is the end one of a row of 4 such windows in the front elevation. The council argues that this additional area of cladding would interrupt the horizontal line of the existing façade, and be unduly obtrusive in the streetscene. However, it would also add visual interest and would emphasise the location of the store entrance immediately below. It would remain subtle and discreet amongst the wide variety and brashness of other shopfronts in the town centre. It would not therefore have a harmful effect on the streetscene, and would not conflict with relevant development plan policies, notably DMPLPD Policies DM1 and DM4. It would have a neutral effect on the setting of the adjacent conservation area.
13. Planning permission is therefore granted, subject to conditions specifying the approved plans, for the avoidance of doubt and to simplify the procedures involved in making any minor amendments to the scheme, and requiring full details of external materials to be approved. The condition suggested by the council in this respect has not been adopted as it would require materials to match those used in the existing building, whereas the application proposes changes to these materials. A differently-worded condition is therefore imposed.

Appeals B and C

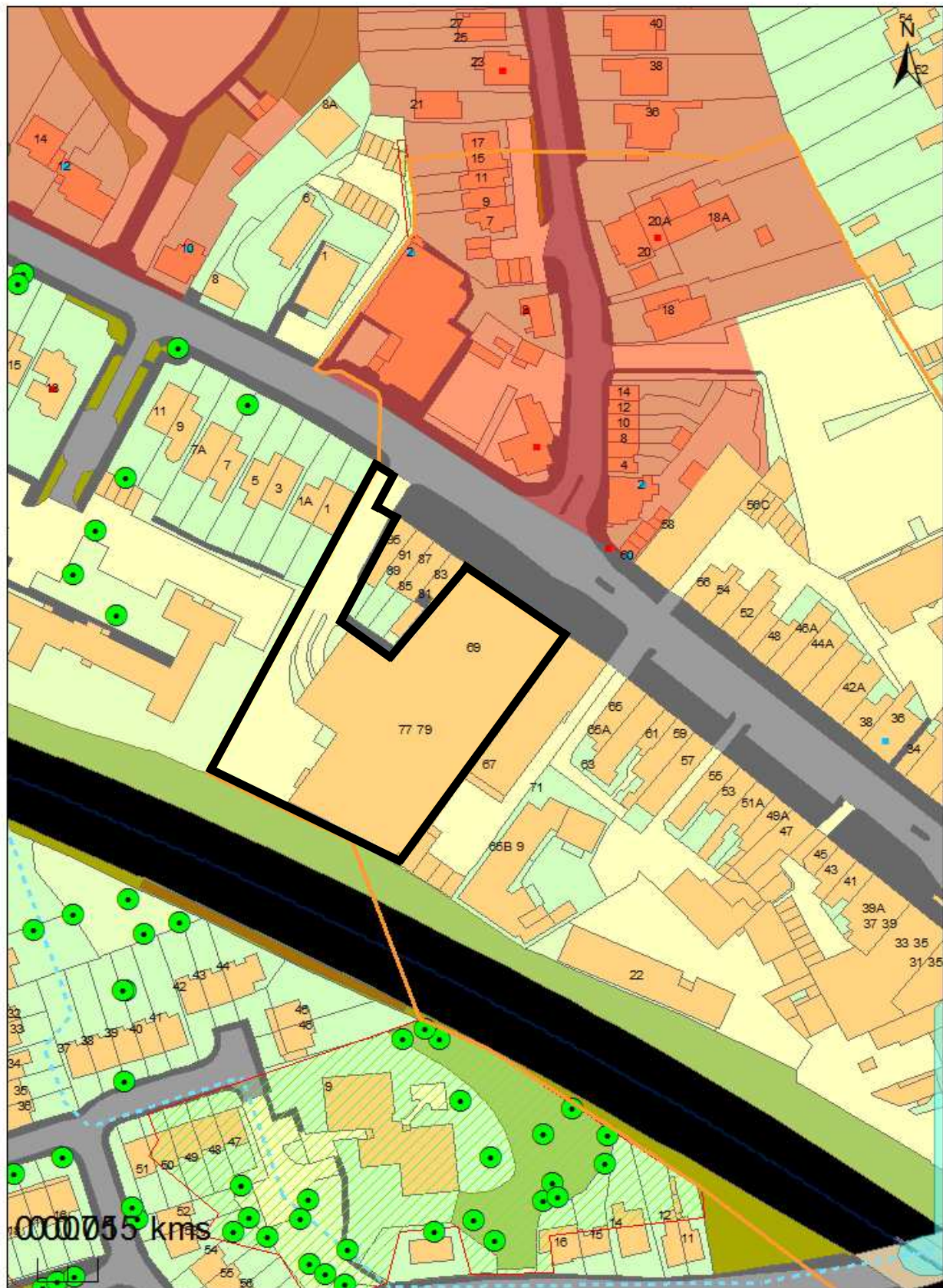
14. In accordance with the Town and Country Planning (Control of Advertisements) (England) Regulations 2007, decisions on these appeals can be made only on the grounds of the impact on amenity or public safety. No public safety issues have been raised. Although there is no statutory requirement to make the

decision in accordance with the development plan, regard has been had to DMPLPD Policy DM5.

15. The two advertisements would be larger than the two they would effectively replace. However, the sign above the shop entrance (Appeal B) would be smaller and more discreet than most of the signs above shopfronts in the town centre. The sign in Appeal C would be below one of the existing signs for the gym at the front of the building. However, it would be at street level within an area of bland brick wall where one might ordinarily expect to find some visual activity such as a shopfront display. Given the existing character of this area, the two signs would not be excessively prominent or contribute to clutter to the detriment of amenity or the appearance of the streetscene. There would be no detrimental effect on the setting of the adjacent conservation area. The appeals are therefore allowed.

Peter Horridge

INSPECTOR



© Crown copyright and database rights 2012 Ordnance Survey 100019206
 DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2010)
 Cities Revealed® aerial photography copyright The GeoInformation® Group, 2010



ITEM NO: 2/02

ADDRESS: 9 - 11 ST ANNS ROAD, HARROW

REFERENCE: P/1466/16

DESCRIPTION: ADDITION OF FOURTH AND FIFTH FLOORS TO PROVIDE EIGHT FLATS; EXTERNAL ALTERATIONS TO THIRD FLOOR; EXTENSION TO REFUSE STORE

WARD: GREENHILL

APPLICANT: ALTOMART LTD

AGENT: DAVID YEAMAN & ASSOCIATES

CASE OFFICER: JUSTINE MAHANGA

EXPIRY DATE: 29 JULY 2016

RECOMMENDATION A

GRANT permission subject to authority being delegated to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and issue of the planning permission and subject to minor amendments to the conditions or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

- i) Notwithstanding any approvals granted for the conversion or change of use (including prior approval P/4655/14), the existing office floor space at first and second floor of 1-9 St Anns Road is retained and renewed.
- ii) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement.
- iii) Planning Administration Fee: Payment of £500 administration fee for the monitoring and compliance of the legal agreement

REASON

The first and second floors of the application premises currently benefit from prior approval for a change of use to 6 residential apartments. Both the Council and landowner agree that it would be preferable to retain these floors in office use. The additional residential units would therefore be provided within a two-storey extension to the building.

Accordingly, the proposed development of 1-9 St Anns Road would provide a high quality mixed use development through the retention of the ground floor retail unit, secured office use at first and second floors and the conversion and additional floors of residential units (third – fifth floors). It is considered that the mixed-use building would enhance the urban environment in terms of material presence, active streetscape, and makes a positive contribution to the local area, in terms of quality and character. The proposed development would have a satisfactory impact on the amenities of existing neighbouring occupiers and future occupiers of the development.

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

RECOMMENDATION B

That if, by 29th August 2016 or such extended period as may be agreed in writing by the Divisional Director of Planning, the section 106 Planning Obligation is not completed, then delegate the decision to the Divisional Director of Planning to REFUSE planning permission for the appropriate reason.

The proposed development, in the absence of a legal agreement to secure the retention of the office floor space at first and second floors of 1-9 St Anns Road, would fail to adequately mitigate the impact of the development in terms of retaining and providing new employment led land uses within the wider town centre area, thereby being contrary to the aspirations of policies 2.13B, 2.15B, 3.16B, 3.18C and 4.2 of The London Plan 2015, policies CS1.N and CS1.P of the Harrow Core Strategy 2012, policy AAP1 of the Harrow and Wealdstone Area Action Plan 2013 and policies DM31, DM32 and DM47 of the Development Management Policies Local Plan (2013).

INFORMATION

This application is reported to Planning Committee as it would provide in excess of 6 residential units. The application is therefore referred to the Planning Committee as it does not fall within any of the provisions set out at paragraphs 1(a) – 1(h) of the Scheme of Delegation dated 29 May 2013.

Statutory Return Type: Minor dwellings

Council Interest: None

Net additional Floorspace: 705sqm

GLA Community Infrastructure Levy (CIL) Contribution (provisional): £24,675.00

Harrow CIL: £77,550.00

Site Description

- The application site comprises a four storey building (including basement) located on the southern side of St Anns Road.
- The existing building is constructed of red brick with a lead roof.
- There is a ramped service access leading to the basement, which is accessed from Havelock Place.
- The ground floor has a lawful use as a shop (use class A1).
- The first and second floors are currently in lawful use as offices (Class B1). These floors benefit from prior approval granted under ref: P/4655/14 to convert into 6 self-contained flats.
- The third floor also benefits from Prior Approval to convert into 3 residential units (P/0933/15). Conversion of this floor has commenced.
- The site is located within a primary frontage of the Town Centre and falls within the sub-area of Harrow Town Centre as designated in the Harrow and Wealdstone Intensification Area.
- The rear boundary of the site adjoins site allocation No. 16 (Havelock Place) as designated in the Harrow and Wealdstone Area Action Plan 2013.
- Whilst the site is not located within a conservation area, it is located within the setting

of the adjacent Natwest Grade II Listed Building.

Proposal Details

- The application proposes extending the existing building with the addition of two new floors to provide residential accommodation.
- The proposal seeks external alterations to the third floor which would include the replacement of the existing lead cladded roof with brickwork to match the lower levels of the building.
- New fenestration including Juliet style balconies are proposed to the existing third floor.
- The new fourth floor would be constructed in brickwork to match the existing and would comprise 1 x 1 bedroom flat and 3 x two bedroom flats.
- The new fifth floor would be inset from the lower levels and constructed in dark grey metal cladding. This floor would comprise 1 x studio flat, 1 x 1 bedroom and 2 x two bedroom flats.
- It is also proposed to construct a new lift head and access stairs to the roof which would be constructed in the same metal cladding as that used for the fifth floor.
- Access to the new flats would be via the existing entrance off St Ann's Road.

Relevant History

P/1547/12

Removal of existing plant unit from roof & installation of four external roof mounted air condenser units (retrospective)

GRANTED - 30/08/2015

P/4655/14

Conversion of first and second floor offices (class b1a) to six self-contained flats (class c3) prior approval of transport impacts of the development and of contamination risks and flooding risks on the site).

GRANTED - 20/01/2015

P/0933/15

Conversion of third floor offices (class b1a) to 4 self-contained flats (class c3) (prior approval of transport & highways impacts of the development and of contamination risks and flooding risks on the site).

GRANTED - 17/04/2015

P/1279/15

Change of use of retail shop (use class a1) to financial & professional services (use class A2)

GRANTED - 11/05/2015

P/5497/15

Alterations to third floor level (flats 3 & 4) to infill and align glazed wall with external building line on corner and frontage; installation of two additional windows on side elevation

GRANTED - 19/01/2016

Pre-Application Discussion

- The applicant and the Council have had pre-application discussions centred on the principle of extending the application premises by a further two storeys and the

impact this would have on the setting of the adjacent Listed Building.

- In order to reduce the bulk and scale of the proposed extension, it was agreed that the width of the fifth floor would be reduced.
- During pre-application discussions, the applicant agreed to secure the first and second floor offices by way of a legal agreement. The retention of the office floorspace was considered to contribute to the overall public benefit of the scheme.

Applicant Submission Documents

Design and Access Statement

Heritage Statement

Daylight & Sunlight Assessment

Consultations

Highways Authority: No objections

Notifications

Sent: 13

Replies: 0

Expiry: 27/04/16

Addresses Consulted

315, 317, 319, 321 Station Road

Natwest House (1- 9 - all floors)

1-15 St Anns Road

Summary of Responses

- N/A

APPRAISAL

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

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

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

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

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

Further Alterations to London Plan (FALP) now post examination and may be given significant weight

MAIN CONSIDERATIONS

Principle of Development and Land Uses
Design, Character and Appearance of the Area
Residential Amenity
Traffic, Parking and Servicing
Development and Flood Risk
Accessibility
Sustainability
Housing Mix
Equalities Impact
S17 Crime & Disorder Act
Consultation Responses

Principle of the Development and Land Uses

The application site is located within the Harrow Metropolitan Town Centre and is identified as an intensification area as set out in the Harrow Core Strategy (2012) and The London Plan (2015). The detailed area plan is set out in the adopted Harrow and Wealdstone Area Action Plan (AAP) (2013) and therefore any redevelopment and changes of uses proposed within this area will be considered against the policies contained within AAP alongside the adopted Development Management Policies Local Plan (DMP) (2013).

The application site falls within the sub area of Harrow Town Centre Central as set out in the AAP. The St Anns Road frontage is located within a primarily shopping frontage. The rear boundary of the site also adjoins site allocation No.16 (Havelock Place) as designated in the Harrow and Wealdstone Area Action Plan 2013.

The ground floor shop (Class A1) is currently vacant. This application does not propose any alterations to this unit.

The first and second floors of the building were last in use as offices (Class B1). These floors benefit from prior approval to convert into residential accommodation comprising a total of six units (reference P/4655/14). This conversion has not yet commenced.

The third floor of the building also benefits from prior approval (reference P/0933/15) to convert into residential accommodation, comprising four flats. This has been implemented. External alterations to this floor were approved on 19 January 2016, within planning application P/5497/15.

The proposal is to construct a two storey extension atop of the existing building to provide eight residential units. In support of this proposal, the applicant has provided a draft deed of agreement indicating that the existing office floor space at first and second floor would be retained and renewed. Specifically, should the additional floors of residential units proposed herewith be approved, the applicant would agree not to implement any conversion or change of use at these floors.

Accordingly, subject to a legal agreement, the proposed development of 1-9 St Anns Road would provide a high quality mixed use development through the retention of the ground floor retail unit, secured office use at first and second floors, and the conversion and additional floors of residential units (third – fifth floors). The mixed-use building would enhance the urban environment in terms of material presence, active streetscape,

and makes a positive contribution to the local area, in terms of quality and character.

In conclusion, the extension to the building and proposal to secure the first and second floor offices by way of a legal agreement, would provide an over-riding public benefit through the delivery of high quality new homes and the retention of office floorspace in a sustainable, town centre location.

Design, Character and Appearance of the Area

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

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

Policies AAP1 and AAP4 of the AAP seeks to a high standard of development within the Harrow Town Centre and throughout the Heart of Harrow. Policy AAP1 states that development within all three sub areas of Harrow town centre will be required to strengthen its character, legibility and role as a Metropolitan Centre.

The surrounding area has a strong urban character, without any significant coherence or commonality of design, with the exception of the three-storey Victorian terrace buildings on the opposite side of St Anns Road. Buildings such as the Natwest Bank building, a Grade II Listed Building, the subject site and adjoining four-storey building at 9-15 St. Anns Road and Sheridan House (on the corner of Havelock Place and St Anns Road) provide significant landmark buildings in the immediate area. The differences in form and design of these buildings are indicative of the variances in the built form in the locality. In close proximity to the site, these buildings nonetheless serve to contextualise the development site.

In 2014 Planning permission (ref: P/1197/14) was granted for a new six storey building at the rear of No.321 Station Road, adjoining the rear boundary of the application site. The construction of this building is underway.

Planning Permission has also been granted under application reference P/4011/14 for the construction of two additional storeys to the adjoining building at no. 11-15 Anns Road. Construction of the additional floors has recently commenced.

New 4th and 5th Floors

The subject application proposes to extend the existing building with the addition of two new floors. Specifically, the proposed fourth floor would be constructed in brickwork to match the lower levels. This floor has been designed to align with the adjoining building at no. 11-15 St Anns Road. The proposed fifth floor would also align with the adjoining building and would be constructed in dark grey metal cladding to match. Following pre-application discussions the proposed fifth floor has been inset and includes a lightweight conservatory-style extension. Glazed element.

Given the town centre location of the site, the six storey buildings currently under construction on the adjoining properties at no.11-15 St Anns Road and 321 Station Road (rear of the site, fronting Havelock Place) and the existing six storey building at Sheridan

House (corner of Havelock Place and St Anns Road), the addition of the two floors would not appear out of context or scale in this locality. Furthermore, within the wider town centre context, maximum building heights range from 3- 7 storeys. Of note, is the extant planning permission (P/0737/15) to redevelop the former Harrow Post Office building on College Road to provide buildings up to 20 storeys in height. Accordingly, in this wider context, the scale of the building including the required lift head and access stairs to the roof area would be comparable in height to the other buildings in the vicinity and would be appropriate within the town centre setting.

The proposed design of the extension would also reduce the overall prominence and bulk within the streetscene. Specifically, while the lower levels would be constructed of brickwork, the use of metal cladding at fifth floor ensures that this level distinguishes from the appearance of the lower levels, thereby breaking up the mass of the building. The footprint of this level has also been set back from the northern and eastern elevations. The reduced prominence of the fifth floor, in urban design terms, is considered to be an appropriate mechanism in addressing the prominence of the two-storey extension.

Notwithstanding this, the Conservation officer has raised an objection to the proposed height and massing of the proposal and the impact this would have on the setting of the adjacent listed building. This concern will be addressed in proceeding sections of this report.

Accordingly, the design approach is considered to satisfactorily relate to the surrounding development, while the appropriate proportions of the additional storeys would sit comfortably within its surroundings. The proposal would therefore accord with policies 7.4.B and 7.6.B of the London Plan, policy CS1.B of the CS and policy AAP 1, 4 and 6 of the AAP.

External Alterations and Appearance

The external alterations to the third floor of the existing building and the proposed fenestration within the extension would help to differentiate the upper floor residential uses from the commercial floors below. The brickwork would match that of the existing building. In order to break-up the massing of the building the top floor including the lift head would be clad in grey metal vertical cladding. The proposed external alterations to the building would also ensure a consistent appearance with the adjoining property at no. 11-15 St Anns Road. Overall, the proposed external alterations to the existing building and the design of the proposed extension would enhance and modernise the overall appearance of the existing building.

While no alterations are proposed to the lower levels, it is considered that the commercial unit and entrance to the upper floor commercial floorspace and residential units are appropriately designed to appear as focal parts of the frontage.

It is considered that the proposed external alterations would meet the Council's aspirations for the delivery of high standard of development in Harrow Town Centre as set out in the policies stated above.

Landscaping

As the buildings on the site would abut the boundaries, no provision is made for the setting of the building, in common with other surrounding buildings in the town centre. The design of the building would ensure that any adverse impacts upon the character of

the area are minimised, the development would derive its setting from a high quality public realm adjacent to the site from which residential occupiers and retailers will benefit.

Refuse Storage

Policy AAP4 of the AAP requires that development proposals makes satisfactory provision for the disposal and storage of waste and recycling materials.

Refuse stores would be located externally within the rear ramped service access, leading to the basement. The applicant has indicated that two additional bins would be provided within the existing refuse storage area. The storage shelters would be constructed of matching brickwork and would include a flat roof with a maximum height of 2.9m. Separate refuse storage areas would be provided for the commercial and residential use.

Given the appropriate design of the refuse shelters and their location at the rear of the site, these structures would not affect the appearance of the area. Furthermore, the location of the refuse storage would ensure servicing arrangements would not be compromised.

Notwithstanding this, concerns are raised in regards to the capacity of this refuse storage to serve the existing building and proposed extension. A condition of approval will require that further detail is submitted in this respect. Should the proposed refuse storage area not be sufficient, it is noted that additional capacity could be accommodated within the basement.

In conclusion, it is considered that the proposed development would be acceptable in terms of its impact upon the character and appearance of the area and would give rise to no conflict with above stated policies.

Impact on adjoining heritage asset

Paragraph 137 of the NPPF states: 'Local planning authorities should look for opportunities for new development...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'.

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

The application site is within the setting of the Grade II Listed Natwest Bank building, located on the corner of St Anns Road and Station Road (No. 315 Station Road). Specifically, the rear elevation of the Listed Building is located approximately 3.0m from the eastern flank elevation on the application premises.

The list description for this building reads:

'1915, by Sir Bannister Fletcher. Vigorously detailed and unconventional classical bank building in fine red brick on a pink granite base. In temple form, short pedimented end to

the front and long return side to the right. A corner site. Pseudo-peripteral Tuscan order, but front is canted forward under pediment and aedicula window set in front of pediment (sitting on the entablature). Pilasters and three-quarter columns (some rusticated) form the order. Entrance right bay with rusticated brickwork and swagged panel over. Enriched scrolls support aedicule, which encloses arched window'

During pre-application discussions, the Conservation Officer raised concerns in regards to the proposed height of the extension and the impact this would have on the setting and significance of the adjacent listed building. In response to this and prior to the submission of the subject planning application, the applicant entered into discussions with the Council's urban design team to produce an amended proposal that would be acceptable in design terms and would reduce the harm to the setting of the listed building. As a result of these discussions the proposed fifth floor has been reduced to half the width of the building and a lightweight, inset conservatory style extension would project from the eastern elevation. This projection would be inset 1.2m from the front and rear of the building and 3.9m from the eastern elevation, adjacent the listed building. The extension would primarily be constructed of glazed panels, contributing to its lightweight appearance.

In support of the proposal, the applicant has also prepared a Heritage Statement. This report concludes that the proposal would preserve the interest and setting of the adjacent listed building.

While the amended scheme is accepted in urban design terms, the Council's Conservation Officer has upheld the initial objection to the proposal, based on the impacts resulting from the height. Specifically, it has been indicated that in views from Station Road, the buildings behind are not currently visible and in this respect, the proposal would have an impact on the setting. While these comments are acknowledged, a recent officer visit to the application site has confirmed that the construction of the 6 storey developments at 11-15 St Anns Road and to the rear of 321 Station Road have commenced. As such, it is confirmed that the upper levels of these developments can be seen above the Listed building from in views from Station Road.

In addition to this, it is considered that at present, the design and appearance of the application premises does not positively contribute to the setting of the listed building. Specifically, when viewed from Station Road, the dated metal clad mansard roof currently extends above the listed building.

Notwithstanding this, it is acknowledged that the application premises is in closer proximity to the listed building than the properties currently under construction and as such, the extension would have a greater impact on the setting. As previously detailed, in response to this, the fifth floor has been reduced in depth to ensure that the massing has been set away from the listed building. Furthermore, the lightweight appearance of this floor is considered to break up the massing and provide visual articulation. In this context, while the third floor metal clad mansard is currently visible above the listed building, the proposal would result in the extension of the brick flank elevation, with windows installed to create visual articulation. Accordingly, on balance, the design and appearance of the recessive fifth floor provides a suitable transition between the listed building and the 6 storey development at 11-15 St Anns Road and is considered to have a negligible impact on the setting of the listed building.

Furthermore, it is noted that the proposal would result in some public benefit, due to the

retention of second and third floor offices and the additional residential units provided within the extension to the building.

Accordingly, on balance, when considering the emerging 6 storey development within the setting of the listed building, the current appearance of the application premises and the public benefit that would result, the proposal would preserve the setting the listed building, in accordance with NPPF paragraphs 131, 132, 134, 137, London Plan policy 7.8 C and D, Harrow Core Strategy policy CS1, and Development Management Policies Local Plan policy DM 7.

Residential Amenity

Residential Amenity of Future Occupiers

Policy 7.6B, subsection D, of The London Plan (2011) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.

There are no specific policies within the AAP which deal with safeguarding residential amenity but eludes that development proposals would be required to meet policy DM1 of the Development Management Policies Local Plan (2013), which seeks to ensure that “proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted”.

Room Size, Layout & Stacking

Policy 3.5C of The London Plan requires all new residential developments to provide, amongst other things, accommodation which is adequate to meet people’s needs. In this regard, minimum gross internal areas (GIA) are required for different types of accommodation, and new residential accommodation should have a layout that provides a functional space. Table 3.3 of The London Plan specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential unit GIA’s as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD. This is supported by policy DM1 of the DMP. Further detailed room standards are set out in the Mayors Housing Supplementary Planning Guidance 2016.

On 25 March 2015 through a written ministerial statement, the Government introduced new technical housing standards in England and detailed how these would be applied through planning policy.

The national standards came into effect on 1st October and therefore an application submitted at this site would be considered against the new national standards instead of the current London Plan standards. Furthermore, the imposition of any conditions requiring compliance with specific policy standards relating to new housing would need to be considered against the national standards.

These standards came into effect on the 1st of October 2015.

Therefore from October 2015, policy 3.2 (c) requires that table 3.3 to be substituted with Table 1 of the nationally described space standards, which is set out in the table below. Policy 3.8 (c) of the London Plan relating to Housing Choice, from the 1 October should be interpreted as 90% of homes should meeting building regulations M4 (2) –

‘accessible and adopted dwellings’. Policy 3.8 (d) will require 10% of new housing to meeting building regulations M4 93) – ‘wheelchair user dwellings’.

Bedrooms	Bed spaces	Minimum GIA (sq m)			Built – in storage (sq m)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

*Where a studio has a shower room instead of a bathroom, the floor area may be reduced from 39sqm to 37 sqm.

Proposed Flats	Gross Internal floor Area	Amenity Space
Proposed Fourth Floor		
Flat 1 (2 bedroom, 3 person)	98sqm	N/A
Flat 2 (1 bedroom, 2 person)	55sqm	N/A
Flat 3 (2 bedroom, 3 person)	74sqm	N/A
Flat 4 (2 bedroom, 4 person)	96sqm	N/A
Proposed Fifth Floor		
Flat 5 (2 bedroom, 3 person)	96sqm	N/A
Flat 6 (1 bedroom, 2 person)	50sqm	15sqm
Flat 7 (studio flat)	43sqm	15sqm
Flat 8 (2 bedroom, 3 person)	82sqm	15sqm

As demonstrated within the above table, the proposed flats meet the minimum floorspace standards as required by national housing standards. Each flat would also meet the requirements for built in storage.

Paragraph 4.55 of the Residential Design Guide SPD specifies that ‘the vertical stacking of rooms between flats should ensure that bedrooms do not overlap living rooms, kitchens and bathrooms on other floors. Where possible, the horizontal arrangement of rooms between flats in a block should also avoid bedrooms adjoining neighbouring living rooms, kitchens and bathrooms, as well as communal areas such as halls and stairs’.

The proposed development would stack appropriately in a vertical fashion. In terms of the horizontal layout, similar rooms would adjoin similar rooms and therefore there would

be no conflict in this regard.

Relationship between uses

No alterations are proposed to the existing ground floor retail unit as part of this application. A separate access is provided for these retail units. Accordingly, no conflict arises between the retail use and the upper floors.

While the commercial floorspace at first and second floors has received prior approval for the conversion into 6 residential units (P/4655/14), the applicant has agreed to enter a legal agreement, securing the commercial use of these floors.

The third floor also benefits from prior approval to convert into 3 residential units (P/0933/15). Conversion of this floor has commenced.

In this context, the proposal would provide one access point for the residential and commercial units. The upper floors would also be accessed via a single lift and stairwell. Given the scale of the commercial floorspace, which occupies the entire first and second floors, the use of one lift / access to the commercial and residential units is generally not considered to adequately address secured by design principles. Specifically, concern is raised in regards to the sense of security experienced by the future occupiers of the residential units as a result of the shared access to all floors. While it is acknowledged that commercial and residential uses are able to function well within mixed-use schemes, it is generally preferred that a separate access provides access to the residential floorspace. Where this cannot be achieved, the applicant should explore alternative secured by design principles.

In this respect, the applicant has provided justification within a secured by design statement as to how the proposed residential units would be introduced to the commercial building without detrimentally impacting the standard of the residential units or the continued functioning of the established commercial use. Following consultation with the Boroughs Metropolitan Police Service, the following secured by design principles were agreed:

- The main entrance to the building on St Anns Road would include two separate video entry systems, one for the office use and one for the residential;
- The lift would have controlled key fob access. Office users would only have access to the first two floors, while the residential occupiers would have access to the top three floors;
- A secondary line of security would be provided on the residential floors at the lobby doors leading from the lift to the corridor; and,
- CCTV would be installed in the entrance lobby and all landings.

In this respect, subject to a condition requiring compliance with the secured by design statement, there would be no conflict of uses which would impact upon the standard of accommodation of the future occupiers or the continued operation of the commercial floorspace.

Outlook, Light and Privacy

Given the compact nature of the mixed-use development surrounding the application premises, an assessment of the level of outlook, light and privacy afforded to the proposed units has been undertaken. The applicant has also provided a report on the

daylight within the proposed dwelling. This report concludes that of the 22 rooms tested, 19 (86%) of the rooms adhere to the BRE guidelines and those which do not adhere only fall marginally below the BRE targets. Specifically, the windows that fall marginally below the BRE guidelines are located within the western flank elevation and serve a kitchen and bedroom at fourth floor and kitchen at fifth floor.

Proposed north facing windows to proposed units 3, 4 & 8

These windows overlook St Ann's Road and are located approximately 16.5m from the front elevation of properties opposite. Given these windows would overlook the public realm of St Anns Road and are sited a sufficient distance from the properties opposite, the level of outlook and privacy to these windows is acceptable. Furthermore, while north facing windows are not favourable, proposed flat 4 would be the only north facing single aspect flat within the development.

Proposed east facing windows

These windows would overlook the NatWest Bank and the rear of properties at 317 & 319 Station Road. It is noted that the NatWest building is two storeys in height with a pitched roof and the properties on Station Road are two-storey terraced buildings, with single storey rear infill extensions. In this context, the north facing fourth and fifth floor windows and fifth floor roof terraces would extend above these properties, and as such, would be afforded an acceptable level of outlook. Similarly, given the relationship with surrounding properties and the east facing orientation, these windows would experience an acceptable level of privacy and natural light.

Proposed south facing windows to proposed units 2 & 6

These windows would overlook the ground floor terraced area and northern flank elevation of the approved development at 321 Station Road (P/1197/14). An 11.7m distance separates the flank wall of this neighbour from the south facing elevation of the proposal. While the outlook from these windows would not be of a high standard, it is noted that the flats served by these windows are dual aspect, east / south facing. Accordingly, on balance, these flats would be served by an acceptable level of outlook and light. Furthermore, given the adjacent neighbour does not include any flank wall windows facing the application site, no privacy issues arise.

Proposed west facing windows to flats 1 & 5

Proposed flats 1 and 5 include a bedroom and kitchen window within the western flank elevation, facing Havelock Place. These windows are enclosed by a 9.5m flank elevation of 321 Station Road to the south and the 9.5m rear elevation of 11-15 St Anns Road to the north. While this relationship between the buildings would result in some sense of enclosure, given the orientation of the buildings the level of light afforded to these windows would be sufficient. This has been confirmed within the daylight and sunlight assessment submitted by the applicant. Furthermore, while it is noted that the habitable room windows within the flank elevation of 321 Station Road includes privacy shades, some degree of mutual overlooking would occur between the habitable room windows within the rear elevation of no. 11-15 St Anns Road and the bedroom windows of the proposed development. However, as this mutual overlooking would occur at oblique angles, this arrangement would not result in a significant loss of privacy to the future occupiers.

Outdoor Amenity Space

Policy AAP13 of the AAP seeks to *inter alia* ensure that development proposals provide an appropriate form of useable outdoor space. This is further reinforced under paragraph

4.64 of the SPD requires that residential development should provide appropriate amenity space. In case of town centre locations, alternative forms of outdoor amenity such as balconies should be explored.

In this case, due to the site constraints, the applicant has shown the provision of a Juliet style balcony for proposed flats 1, 2, 3 and 4, and roof terraces for proposed flats 6, 7 and 8. Whilst the Juliet balconies do not provide external amenity space in a traditional sense it does provide some enhanced outlook for future occupiers. Furthermore, it is considered that the town centre location would also provide other forms of amenity for the future residents. The proposed development is considered to be acceptable in this regard.

In order to protect the privacy of the occupiers served by private roof terraces, 1.8m high obscured glazed panels would be provided between each terrace.

In conclusion, while the compact character of development in the surrounding area results in a limited degree of outlook and sense of enclosure to some windows within the proposed development, this relationship is not uncommon for residential schemes within town centre locations. Notwithstanding this, the above assessment confirms that each of the units achieves an acceptable space and layout, and would be adequately lit. Accordingly, the proposed units are considered to achieve an acceptable standard of accommodation, in accordance with Policy 3.5C of The London Plan and Policy DM1 of the DMP 2013.

Impact on neighbouring properties

The proposed development would introduce 8 residential units to the application property. It is likely that up to a maximum of 23 people would occupy the proposed flats. Given the mixed character of the surrounding area and also the location of the site within the town centre, it is considered that the proposed development would not unacceptably exacerbate any existing levels of noise and disturbance experienced within the area. In this respect, any potential amenity impacts of the proposed development would be limited to the scale and siting of the proposed building.

The applicant has submitted a sunlight and daylight assessment which has assessed the potential impact of the proposed development upon the adjoining buildings. The following buildings were assessed:

The rear of 321 Station Road
11-15 St Anns Road

It is noted that no objections have been received from surrounding residents / occupiers in regard to the proposed development.

321 Station Road

The adjoining premises to the rear of the application site (321 Station Road) is currently under construction in accordance with extant planning permission P/1197/14. Specifically, this permission granted approval for a six storey mixed-use building.

Given the orientation between the properties, the proposed development would not result in an undue harm to the level of daylight, outlook or privacy experienced by the front (west) and rear (east) facing windows within the neighbouring property.

While it is noted that the proposed development at no. 321 Station Road includes

habitable room windows within the northern flank elevation, the approved plans for this development indicate the installation of an external louvre system to these windows. It is assumed that this louvre system was proposed to restrict overlooking and protect privacy. In this respect, the proposed development would not have an undue impact on the privacy or outlook experienced by the occupiers of these habitable rooms. Accordingly, while the applicant's daylight and sunlight assessment has confirmed that these windows would retain good levels of daylight in the absence of the louvre detail, due to the presence of these louvres, it is considered that no light would be obtained from over the development site. Furthermore, sunlight is not a material consideration for this property because the windows facing towards the development site face 90 degrees of due north. As such, the proposal would not result in an undue loss of light to the future occupiers of this development.

While the proposal includes windows and Juliet balconies facing the amenity area of this adjoining property, it is considered that in built up areas within the Town Centre location that some level of mutual overlooking would exist given the compact nature of the urban built form.

11-15 St Anns Road

The adjoining property to the west of the application premises, no. 11-15 St Anns Road, is a four storey building. In accordance with planning permission P/4011/14, two additional floors of residential floor space are currently under construction. Prior approval has also been granted for the conversion of the 1-3 floors into residential flats.

The front elevation of this property aligns with the application premises and as such, no loss of amenity would occur in this respect. The rear facing windows of this adjoining property are located 90 degrees west of the application property. It is noted that the rear elevation of this property includes bedroom windows that are immediately adjacent to the application premises and living rooms, which are dual aspect. Given the relationship between the properties, the proposed development would not result in an undue loss of sunlight or outlook to these windows. Furthermore, while some mutual overlooking may occur, given the relationship between the properties, any overlooking would occur at oblique angles and for this reason, would not result in an undue harm to the occupiers.

The applicant's daylight and sunlight assessment has confirmed that the bedroom windows that are immediately adjacent to the application premises would retain a good quality of daylight in the proposed condition.

Properties fronting Station Road

To the east, the application site adjoins the rear of properties fronting Station Road. These properties are two-storey terraced properties, with single-storey infill extensions. The property at no. 317 Station Road is currently occupied by a shop (Class A1) at ground level, with ancillary office / storage space above. No. 319 Station Road is currently in use as a restaurant (Class A3) at ground level, with ancillary storage provided at first floor. Given the commercial use of both neighbouring properties, there would be no unacceptable loss of amenity as a result of the proposal.

Accordingly, while it is noted that the western flank elevation of the application premises and the adjoining properties at 321 Station Road and 11-15 St Anns Road are located in close proximity, as discussed above, the addition of two floors at the application premises is not considered to result in an undue harm to the amenity of the current and future occupiers of these properties.

The proposed development would have an acceptable impact on the amenities of neighbouring occupiers, and would therefore accord with the aims and objectives of policies 7.4B and 7.6B of The London Plan (consolidated with alterations since 2011)(2015), Core Policy CS1B of the Harrow Core Strategy (2012), policy DM1 of the Harrow Development Management Policies Plan (2013), and the adopted SPD: Residential Design Guide (2010).

Traffic, Parking and Servicing

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

The London Plan (2015) Policies 6.3, 6.9 and 6.13 seek to regulate parking in order to minimise additional car travel, reduce trip lengths and encourage use of other, more sustainable means of travel.

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

The application site is located within an area with a PTAL (Public transport Accessibility Level) of 6a, which is considered to be an excellent level of accessibility to public transport nodes and community facilities. It is considered that a number of users will utilise the very good public transport links to the site. It is also noted that the surrounding area includes extensive parking controls. Although the building currently includes 6 parking spaces within the basement, the proposal would not introduce any additional parking spaces at the site. Given the excellent PTAL of the site, no issues arise in this respect.

The proposal shows a provision of cycle storage at basement level for up to 22 cycles for the commercial and residential floorspace, in line with London Plan Standards. The basement is accessed via the vehicle access ramp from Havelock Place.

In summary the highway network is unlikely to suffer from any adverse impact in capacity and parking impact terms hence the proposal is acceptable on highway grounds. Notwithstanding this, the Council's Highways Officer has requested that a construction management plan is submitted to the Local Authority prior to works commencing on site.

Development and Flood Risk

The site is not located within a flood zone. However it is sited within a critical drainage area. Whilst the proposed development seeks to extend the building by an additional two floors, the proposed development would not increase the footprint of the existing building. The Council's Drainage Authority have raised no objection to the proposed development and accordingly the proposal would give rise to no conflict with National Planning Policy, The London Plan policy 5.12.B/C/D, policy AAP9 of the AAP and policy DM10 of the DMP.

Accessibility

Policy DM2 of the DMP and policies 3.5 and 3.8 of The London Plan (2015) seek to ensure that all new housing is built to 'Lifetime Homes' standards. Furthermore, The London Plan policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion.

Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes. Supplementary Planning Document *Accessible Homes* 2010 (SPD) outlines the necessary criteria for a 'Lifetime Home'.

While the above policies require compliance with Lifetime Home Standards, in October 2015 these standards were replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings'.

The Design and Access Statement has confirmed that the layouts and generous room size of the units ensures that the proposed flats would comply with Lifetime Homes Standards. The existing building also benefits from a lift which would serve the additional floors.

While compliance with the Lifetime Homes Standards is acknowledged, a condition of approval is required to ensure that the proposed development would meet regulation M4 (2) of the building Regulations which would secure an appropriate standard for future occupiers and make the units accessible to all.

Accordingly, subject to compliance with this condition, it is considered that the proposed accommodation would be satisfactory and as such would comply with policy 3.5 of The London Plan (2015), standard 5.4.1 of the Housing SPG (2012).

Sustainability

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

For minor development proposals, the development plan at this point does not set out energy and sustainability targets greater than those required by Building Regulations. As these standards will be secured through other legislation, no conditions are required in relation to sustainability measures. Accordingly, no conflict with sustainability policies in the development plan is found. Notwithstanding this, it is noted in the applicant's Design and Access Statement sets out the measures to achieve a sustainable development.

Housing Mix

Policy 3.8B of The London Plan (2015) requires councils to take account of housing requirements, and to ensure that new developments offer a range of housing choices, in terms of the mix of housing sizes and types.

Core Policy CS1.I of the Core Strategy notes that new residential development shall result in a mix of housing in terms of type, size and tenure across the Borough and within neighbourhoods.

Policy AAP13 of the AAP will support proposals that secure an appropriate mix of housing on site and which contribute to the creation of inclusive and mixed communities.

The proposed development would provide 1 x 2 bedroom, 4 person units, 2 x 2 bedroom, 3 person units, 2 x 1 bedroom, 2 person units and a studio flat. Given the town centre location of the application site, this mix of housing is considered appropriate and in line with the aspirations of the above policies.

Equalities Impact

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

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

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

S17 Crime & Disorder Act

Policies 7.3.B and 7.13.B of The London Plan and policy AAP 4 of the AAP require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal.

The entrance to the proposed flats would be from St Anns Road, which is a busy thoroughfare and is afforded natural surveillance from passer-bys. Furthermore, following consultation with the Boroughs Metropolitan Police Service, secured by design principals have been proposed. Subject to a condition requiring compliance with the secured by design statement, the proposal is not considered to give rise to any conflict with regards to the above stated policies.

Consultation Responses

- None

CONCLUSION

It is considered that the proposed scheme for 8 residential units would contribute to a strategically important part of the housing stock of the borough, in accordance with paragraph 3.55 of the London Plan (2015). Furthermore, the proposed development would have a satisfactory impact on the character of the area, the amenities of existing neighbouring occupiers and future occupiers of the development.

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

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

CONDITIONS

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

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

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

2 The development hereby permitted shall be carried out in accordance with the following documents and plans: 000; 100; 101; 102; 103; 104; 105; 106; 107; 108; 109; 111; 112; 113; 114; 115; 116; 117; 118; 119; 120; 121; 122; 123; 124; 125; 126; Planning Statement; Heritage Impact Assessment; Daylight within the proposed dwellings, dates March 2016; Daylight / Sunlight, dated 27 May 2016.

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

3 Notwithstanding the details shown on the approved drawings, the development hereby permitted shall not commence until samples of the materials/ or details to be used in the construction of the external surfaces noted below have been submitted to, and approved in writing by, the local planning authority:

a: the upper floor extension

b: the brick infill to the existing building and fourth floor extension

c: the windows/ doors including details for the balconies and privacy screens

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 and to ensure a satisfactory form of development in accordance with policy 7.4B of The London Plan 2011, policy CS.1B of the Harrow Core Strategy and policies AAP 1 and AAP 4 of the Harrow and Wealdstone Area Action Plan 2013. Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT BEYOND 150MM ABOVE GROUND LEVEL to ensure a satisfactory form of development and avoid potentially unenforceable conditions.

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

REASON: To safeguard the appearance and character of the surrounding area, in accordance with policy 7.4.B of The London Plan 2011 and ensure a high standard of residential quality in accordance with Policy AAP 4 of the Harrow and Wealdstone Area Action Plan (2013).

5 The development hereby permitted shall be constructed to the specifications of: "Part M, M4 (2), Category 2: Accessible and Adaptable Dwellings" of the Building Regulations 2013 and thereafter retained in that form.

REASON: To ensure that the development is capable of meeting 'Accessible and Adaptable Dwellings' standards in accordance with policies 3.5 and 3.8 of The London Plan, policy CS1.K of The Harrow Core Strategy 2012 and policies DM1 and DM2 of the Development Management Policies Local Plan 2013.

6 No development shall take place, including any works of demolition, until a Construction Method Statement & Logistics Plan has been submitted to, and approved in writing by, the local planning authority. The Method Statement shall provide for:

- detailed timeline for the phases and implementation of the development
- demolition method statement
- the parking of vehicles of site operatives and visitors;

- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- measures to control the emission of dust and dirt during construction; and
- scheme for recycling/disposing of waste resulting from demolition and construction works.

The development shall be carried out in accordance with the approved Method Statement & Logistics Plan, or any amendment or variation to it as may be agreed in writing by the local planning authority.

REASON: To minimise the impacts of construction upon the amenities of neighbouring occupiers, in accordance with Policy DM1 of the Local Plan, and to ensure that development does not adversely affect safety on the transport network in accordance with Policy 6.3 of the London Plan and Policy DM43 of the Local Plan.

Details are required PRIOR TO COMMENCEMENT OF DEVELOPMENT to ensure a satisfactory form of development.

7 The development hereby permitted shall be constructed and operated in accordance with the secured by design details contained within the approved planning statement, dated 20 March 2016, prepared by David R Yeaman & Associates.

REASON: In the interests of creating safer and more sustainable communities and to safeguard amenity by reducing the risk of crime and the fear of crime, in accordance with Policies 7.3.B and 7.13.B of The London Plan (2015) and policy AAP 4 of the Harrow and Wealdstone Area Action Plan (2013), and Section 17 of the Crime & Disorder Act 1998.

8 Notwithstanding the approved plans, no television facilities (aerials, satellites or any other equipment), ventilation, extraction systems or associated ducting shall be introduced onto the exterior elevations of the building without the prior written permission of the Local Planning Authority.

REASON: To ensure an appropriate standard of development which provides a high quality appearance in the interests of the visual amenity of the area, thereby according with according with policy 7.4.B of The London Plan 2015, policy CS1.B of the Harrow Core Strategy 2012 and policies AAP1, AAP2 and APP4 of the Harrow and Wealdstone Area Action Plan 2013.

9 Notwithstanding the approved plans, prior to commencement of the development, further details regarding the capacity of the refuse storage must be submitted to, and agreed in writing by, the local planning authority. The development shall be carried out in accordance with the details so agreed and shall be retained as such thereafter.

REASON: To minimise the impacts of refuse collection upon the amenities of neighbouring occupiers, in accordance with Policy DM1 of the Local Plan, and to ensure that development does not adversely affect safety on the transport network in accordance with Policy 6.3 of the London Plan and Policy DM43 of the Local Plan. Details are required PRIOR TO THE COMMENCEMENT OF DEVELOPMENT.

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (2015)

Policies 2.13, 2.15, 3.1, 3.5, 3.8, 3.16, 2.18, 4.2, 5.1, 5.2, 5.3, 5.7, 5.9, 5.10, 5.12, 6.3, 6.9, 6.13, 7.1, 7.2, 7.3, 7.4, 7.6, 7.15

The Harrow Core Strategy (2012)
Core Policies CS1

Harrow and Wealdstone Area Action Plan (2013)
AAP1, AAP4, AAP9, AAP13, AAP19

Development Management Policies Local Plan (2013)
Policies DM1, DM2, DM10, DM12, DM24, DM27, DM31, DM32, DM42, DM45, DM47.

Supplementary Planning Document – Residential Design Guide (2010)
Supplementary Planning Document – Accessible Homes (2010)
Supplementary Planning Document – Access for All (2006)
Code of Practice for Storage and Collection of Refuse and Materials for Recycling in Domestic Properties (2008).
Housing: Supplementary Planning Guidance (2012)

2 CONSIDERATE CONTRACTOR CODE OF PRACTICE

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

3 PARTY WALL ACT:

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

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

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

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

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

4 COMPLIANCE WITH PLANNING CONDITIONS

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

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

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

- Beginning development in breach of a planning condition will invalidate your planning permission.
- If you require confirmation as to whether the works you have carried out are acceptable, then you should apply to the Local Planning Authority for a certificate of lawfulness.

5 INFORMATIVE:

The applicant is advised that any windows in the flank elevation of the development hereby permitted will not prejudice the future outcome of any application which may be submitted in respect of the adjoining property.

6 INFORMATIVE:

Please be advised that approval of this application (either by Harrow Council, or subsequently by PINS if allowed on Appeal following a Refusal by Harrow Council) will attract a liability payment of **£24,675.00** of Community Infrastructure Levy, in addition to the liability payment of £45,675 required for planning permission P/1226/12. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

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

Your proposal is subject to a CIL Liability Notice indicating a levy of **£24,675.00** for the application, based on the levy rate for Harrow of £35/sqm and the stated increase in floorspace of **705 sqm**

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

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

7 INFORMATIVE:

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

Harrow's Charges are:

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

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

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

All other uses - Nil.

The Harrow CIL contribution for this development is **£77,550.00**

Plan Nos: 000; 100; 101; 102; 103; 104; 105; 106; 107; 108; 109; 111; 112; 113; 114; 115; 116; 117; 118; 119; 120; 121; 122; 123; 124; 125; 126; Planning Statement; Heritage Impact Assessment; Daylight within the proposed dwellings, dates March 2016; Daylight / Sunlight, dated 27 May 2016.

9 - 11 ST ANNS ROAD, HARROW



© Crown copyright and database rights 2012 Ordnance Survey 100019206
 DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2010)
 Cities Revealed® aerial photography copyright The GeoInformation® Group, 2010



ITEM NO: 2/03

ADDRESS: ST. ANSLEMS CATHOLIC PRIMARY SCHOOL, ROXBOROUGH PARK, HARROW

REFERENCE: P/1998/16

DESCRIPTION: REPLACEMENT WINDOWS TO MAIN HALL

WARD: HARROW-ON-THE-HILL

APPLICANT: GOVERNORS OF ST ANSELMS CATHOLIC PRIMARY SCHOOL

AGENT: DHP PROPERTY CONSULTANTS

CASE OFFICER: GRAHAM MANSFIELD

EXPIRY DATE: 20TH JUNE 2016

RECOMMENDATION

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

REASON

The development within the St Anselms RC Primary School would secure improved facilities. The proposed development would preserve the character of the Roxborough Park and the Grove Conservation Area and would not unacceptably harm the amenities of neighbouring residential occupiers. The decision to grant planning permission has been taken having regard to national planning policy, the policies of The London Plan 2015, the Harrow Core Strategy 2012, the Development Management Policies Local Plan 2013, The Harrow on the Hill Conservation Area SPD (2008), Roxborough Park and the Grove Conservation Area Appraisal and Management Strategy and policies DM1, DM7, DM46, DM47 of the harrow Development Management Local Policies Plan (2013).

INFORMATION

This application is reported to planning committee due to the site area being more than 0.1 hectares and so falls outside of the thresholds set by category 1(d) of the Council's Scheme of Delegation for the determination of new development

Statutory Return Type: Minor

Council Interest: None

Gross Existing Floorspace: N/A

Net additional Floorspace: N/A

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

Harrow CIL: N/A

Site Description

- The application site is Saint Anselms RC Primary School, which is located on the southern side of Roxborough Park.

- The site is located within the Roxborough Park and the Grove Conservation Area, and is within the setting of a Grade II Listed Building, which is located at the northern end of the site.
- The main school building was built in the early 1930's and has had many additions since then.
- The school hall building which is subject of this application, is flat roofed and characterised by long narrow vertical windows.
- There are a number of group Tree Preservation Orders within the property, located to the north and east of the site.
- The site adjoins both Metropolitan Open Land and a site of nature conservation.

Proposal Details

- It is proposed to replace the existing vertical windows on the main hall building of the school.
- The proposed replacement windows would largely reflect the layout and arrangement of existing windows
- The material of the replacement windows would be powder coated aluminium

Revisions to Previous Application

- N/A

Relevant History

LBH/7489/1

ALTERATIONS AND ERECTION OF 2-STORIED EXTENSION TO PROVIDE 4 ADDITIONAL CLASSROOMS AND NEW PARKING AREA
GRANTED - 11/12/1973

WEST/365/93/FUL

REPLACEMENT RETAINING WALL AND SURFACING OF NEW PLAYGROUND AREA WITH ASSOCIATED LANDSCAPING
GRANTED - 08/09/1993

EAST/267/95/FUL

ALTERATIONS AND TWO STOREY IN-FILL EXTENSION AT SIDE
GRANTED - 19/06/1995

P/0917/08

PART DEMOLITION OF EXISTING BUILDINGS AND AN EXTENSION TO PROVIDE NEW/MAIN ENTRANCE AND ADMINISTRATION BLOCK ON THE NORTH EASTERN FRONTAGE, AN EXTENSION ON THE SOUTH WESTERN ELEVATION TO PROVIDE ADDITIONAL HALLSPACE, NEW CLASSROOMS, GROUP SPACE, LIBRARY AND ANCILLARY FACILITIES ALONG WITH THE RECONFIGURATION AND REFURBISHMENT OF EXISTING FACILITIES, NEW MULTI USE GAMES AREA AND MEANS OF ENCLOSURE.
GRANTED - 15/05/2008

P/1077/09

APPROVAL OF DETAILS PURSUANT TO CONDITIONS 2, 4, 6, 7, 8, 9 & 10 OF PLANNING PERMISSION
REF: P/0917/08 DATED 15 MAY 2008 FOR PART DEMOLITION OF EXISTING BUILDINGS AND AN EXTENSION TO PROVIDE NEW/MAIN ENTRANCE AND

ADMINISTRATION BLOCK ON THE NORTH EASTERN FRONTAGE, AN EXTENSION ON THE SOUTH WESTERN ELEVATION TO PROVIDE ADDITIONAL HALL SPACE, NEW CLASSROOMS, GROUP SPACE, LIBRARY AND ANCILLARY FACILITIES ALONG WITH RECONFIGURATION AND REFURBISHMENT OF EXISTING FACILITIES, NEW MULTI USE GAMES AREA AND MEANS OF ENCLOSURE
APPROVED - 10/08/2009

P/2654/13

RE-CONFIGURATION AND REFURBISHMENT OF EXISTING PLAYGROUND TO INCLUDE NETBALL COURT, RAMP AND SOFT PLAY AREA; RE-BUILDING OF EXISTING RETAINING BOUNDARY WALL AND REPLACEMENT ENTRANCE GATES
GRANTED - 20/12/2013

Applicant Submission Documents

- Design and Access Statement

Summary of Design and Access Statement

- Existing windows are poorly fitted and have a low thermal performance
- New powder coated aluminium frames would be same layout and arrangement
- Replacement windows would be a similar colour to the existing windows
- Proposal would have a limited impact on the conservation area due to the scale and location of the proposal.

Consultations

- Harrow Hill Trust– No Response
- Roxborough Residents Association – No Response
- CAAC – No Objections, although sections would need to be seen to ensure the proposed frames are not too chunky.

Advertisement

Reason for Advertisement:

Character of the Conservation and Setting of a Listed Building

- Newspaper Advert – Expiry Date: 02/06/2016
- Site Notice – Expiry Date: 07/06/2016

Notifications

Sent: 35

Replies: 0

Expiry: 30/05/2016

Addresses Consulted

Presbytery, 22 Roxborough Park, Harrow, HA1 3BE

Copperfields, 14 Roxborough Park, Harrow, HA1 3BE

Flats 1- 17, Copperfields, 14 Roxborough Park, Harrow, HA1 3BE

Church Fields, West Street, Harrow.

Flats 1 – 14 Sheppards Court, Roxborough Avenue, Harrow, HA1 3BY

Sheppards Court, Roxborough Avenue, Harrow, HA1 3BY

Summary of Responses

- None

APPRAISAL

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

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

In this instance, the Development Plan comprises The London Plan 2015, The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan SALP 2013 [SALP].

The policies relevant to this application and themes are set below and at the end of this report at Informative 1.

MAIN CONSIDERATIONS

Principle of Development - *DMP: DM46; DM47*

Character and Appearance of the Conservation Area and Setting of a Listed Building

LP: 7.4, 7.6, 7.8, CS; CS1. B & D, DMP: DM1; DM7, SPD: Residential Design Guide

The Harrow on the Hill Conservation Area SPD (2008), Roxborough Park and the Grove Conservation Area Appraisal and Management Strategy

Residential Amenity - *LP: 7.6, DMP: DM1*

Equality and Human Rights

Crime and Disorder Act - *LP: 7.3, DMP: DM1*

Consultation Responses

Principle of Development

The application proposes to undertake works to the school to replace the existing windows in the main hall. The existing windows due to their age are in poor condition and perform badly in terms of thermal insulation.

The proposed works are to be undertaken to improve the existing main hall facilities for the school, which given the current situation would modernise and create a sustainable teaching environment. It is therefore considered that the proposed replacement windows would accord with Policies DM46 and DM47 of the DMP (2013).

The property is located within the Roxborough Park and The Grove Conservation Area, and within the curtilage of a Grade II Listed Building. Therefore any development within the site would need to comply with the relevant policies for development that is located within such areas.

Character and Appearance of the Roxborough Park and the Grove Conservation Area and Setting of a Listed Building

DM16 of the Harrow Development Management Local Policies Plan (2013) states that the Council will support development proposal which would not have a detrimental visual impact on the open character of the Green Belt and Metropolitan Open Space.

Policy DM1 of the Harrow Development Management Policies Local Plan 2013 (2013) requires all new development to provide a high standard of design and layout, respecting the context, siting and scale of the surrounding environment. Policies 7.4.B and 7.6.B of The London Plan 2015 and core policy CS1 B of the Harrow Core Strategy which seek to ensure that development should respect local character and provide architecture of proportion, composition and scale that enhances the public realm. Policy DM7 of the

Harrow Development Management Local Policies Plan (2013) provides further guidance on managing heritage assets and requires new development not to adversely affect the character or amenity of Conservation Areas, Listed Buildings or other heritage assets.

Roxborough Park and the Grove Conservation Area is characterised by its undulating topography, and unusually permeable pedestrian plan form. There is historic interest and a high quality of architecture throughout, but particularly along Grove Hill and Peterborough Road. As a mark of this nine properties are listed whilst 36 are locally listed. The area contains mainly Victorian and Edwardian buildings providing a good variety of architectural styles including Arts and Crafts designs, late Victorian and Edwardian semi-detached houses and Medieval/Gothic style properties. Public and private greenery also contributes greatly to the area's appearance, which helps soften the streetscene and provide an attractive setting for the architecture of the area. The area has a varied character as the density of development ranges from relatively high with semi-detached residential properties, to green, open grassland or meadowland. It also creates an area of some biodiversity value.

The proposed works would involve the replacement of the existing crittal windows on the north east and south west elevations of the main hall.

The Council's Conservation Officer has commented on the application and notes the windows to the modern part are powder coated aluminium double glazed units and therefore the proposal wold unify the building by installing the same style of windows to the school hall as the remainder of the building.

It is noted that there would be some loss to the historic Modernist character as slim profile aluminium double glazed units would not be a replication of the original Crittall windows. However, there would be public benefits of improved insulation for the school and the proposal is to use slim profile replacements to bring about a quite close match in character of design.

On balance therefore the proposal is appropriate and would preserve the character and appearance of the conservation area. The church that is located within the northern end of the site is Grade II Listed. The Grade II Listed building is located some 66m away from the proposed works and is sufficiently screened from the development by existing buildings located within the site. It is therefore considered that the proposed works would not unacceptably harm the setting of the Grade II Listed building located within the site. Furthermore, any potential harm would be outweighed by public benefits of the proposed replacement windows.

The south west flank wall of the main hall fronts onto adjoining Metropolitan Open Land and also a Site of Nature Conservation Importance. Due to the minor external alterations proposed, it is considered that the proposed replacement windows would not have an unacceptable impact on the openness of the Metropolitan Open Land or adversely impact on the adjoining Site of Nature Conservation Importance. Given the above considerations, the proposed development, by reason of its satisfactory design, would constitute a visually harmonious feature.

Subject to a condition requiring the applicant to provide samples of the proposed replacement windows, the development would accord with the, it is considered that the proposal would accord with policies 7.4.B, 7.6.B and 7.8 of The London Plan (2015), policy CS1.B/D of The Harrow Core Strategy 2012, policies DM1 and DM7 of the Harrow Development Management Policies Local Plan 2013.

Residential Amenity

Policy 7.6B, subsection D, of The London Plan (2015) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Following on from this, Policy DM1 of the Development Management Policies Local Plan states that 'all development and change of use proposals must achieve a high standard of privacy and amenity. Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of development, will be resisted'.

The proposed replacement windows would not result in any additional windows being inserted into the existing north east and south west flank walls of the main hall. Furthermore, due to the separation distances and the land uses to the south west (Church Fields) it is considered that there would be little impact in terms of amenities of adjoining sites.

In summary, the proposal respects the amenities of the neighbouring occupiers in accordance with Policy 7.6B of The London Plan (2015), Policy DM1 of the Harrow Development Management Policies Local Plan (2013) and guidance contained in the council's adopted Supplementary Planning Document: Residential Design Guide (2010).

Human Rights and Equalities

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

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

S17 Crime & Disorder Act

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

Consultation Responses

CAAC - *No Objections, although sections would need to be seen to ensure the proposed frames are not too chunky.*

The comments of the CAAC are noted. A condition has been attached to this permission requiring the applicant to submit sections for the proposed replacement windows.

CONCLUSION

The development would provide the existing school with improved facilities whilst maintaining the character and appearance of the site and the character of the conservation area. Furthermore, the development would have a reasonable impact on the amenity of the neighbouring occupiers.

For all the reasons considered above, and weighing up the development plan policies and proposals and other material considerations, this application is recommended for **grant**. Appropriate conditions have been attached to ensure that the proposed extension would maintain the appearance of the surrounding Conservation Area.

CONDITIONS

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

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

2 The materials shall match the existing materials used in the existing outbuilding and shall thereafter be retained.

REASON: To ensure the external materials of the development match those used in the existing outbuilding and site in accordance with policy DM1 of the Harrow Development Management Policies Local Plan (2013).

3 Subject to the requirements of condition 4, the development hereby permitted shall be carried out in accordance with the following approved plans: Design & Access Statement; 1000; 1001; 1002

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

4 Notwithstanding the details on the approved plans, the development hereby permitted shall not be commenced until there has been submitted to, and approved in writing by, the local planning authority, a metric scaled drawing showing sections through the replacement windows. The development shall be completed in accordance with the approved details and shall thereafter be retained.

REASON: To ensure the proposal is in keeping with the character of the existing school and the conservation area in accordance with policy DM1 and DM7 of the Harrow Development Management Policies Local Plan (2013). Details are required prior to the commencement of development to ensure irreparable harm is not caused to the conservation area.

INFORMATIVES

1 The following policies are relevant to this decision.

National Planning Policy

National Planning Policy Framework 2012

The London Plan (2015)

7.2 An inclusive environment

7.4.B Local Character

7.6.B Architecture

7.8 Heritage Assets and Archaeology

The Harrow Core Strategy 2012

CS1.B Local Character

CS1D Local Character

Harrow Development Management Policies Local Plan 2013

DM1 Achieving a High Standard of Development

DM7 Heritage Assets

DM16 Maintaining the Openness of the Green Belt and Metropolitan Open Land

DM46 New Community, Sport and Education Facilities

DM47 Retention of Existing Community, Sport and Educational Facilities

Adopted Supplementary Planning Documents

Supplementary Planning Document Residential Design Guide 2010

The Harrow on the Hill Conservation Area SPD (2008), Roxborough Park and the Grove Conservation Area Appraisal and Management Strategy

2 INFORM_PF2

Grant without pre-application advice

Statement under Article 31 (1) (cc) of The Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended)

This decision has been taken in accordance with paragraphs 187-189 of The National Planning Policy Framework. Harrow has a pre-application advice service and actively encourages applicants to use this service.

Please note this for future reference prior to submitting any future planning applications.

3 INFORM23_M - Considerate Contractor Code of Practice

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

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

4 INFORM32_M – The Party Wall etc Act 1996

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 building
 3. excavating near a neighbouring building,
- and that work falls within the scope of the Act.

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

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

Please quote Product Code:02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236; Fax: 0870 1226 237; Textphone: 0870 1207 405

E-mail: communities@twoten.com

5 INFORM 51_M Compliance With Planning Conditions Requiring Submission and Approval 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.

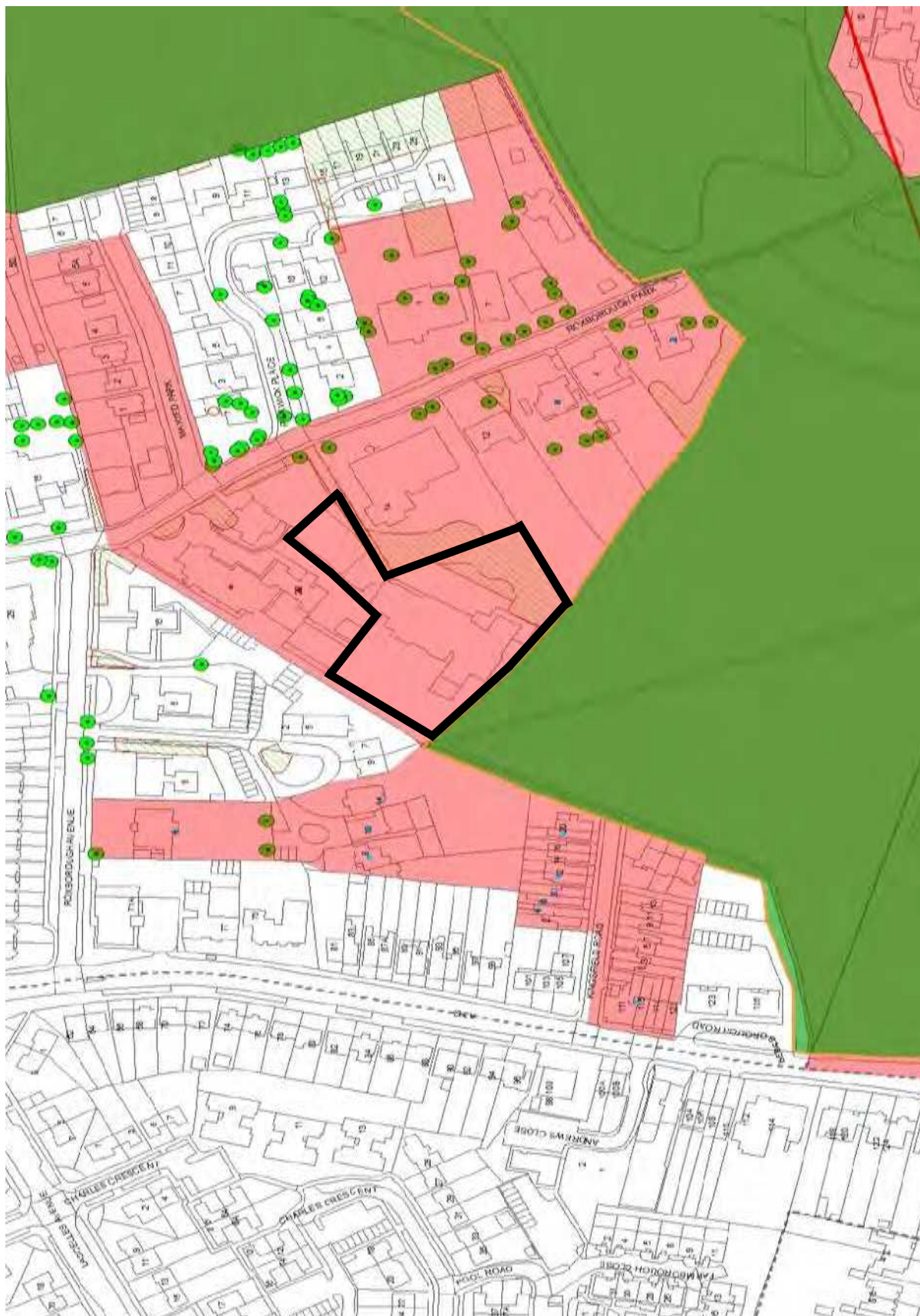
* Beginning the development in breach of a planning condition will invalidate your planning permission.

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

6 A yellow Site Notice relating to this planning application describing the development and alerting interested parties of the development has been placed in the vicinity of the application site. You should now REMOVE this Site Notice.

Plan Nos: Design & Access Statement; 1000; 1001; 1002

ST. ANSLEMS CATHOLIC PRIMARY SCHOOL, ROXBOROUGH PARK, HARROW



ITEM NO: 2/04

ADDRESS: 75 LOCKET ROAD, WEALDSTONE, HARROW

REFERENCE: P/1608/16

DESCRIPTION: CONVERSION OF SINGLE DWELLINGHOUSE TO FOUR FLATS WITH SEPARATE AND COMMUNAL AMENITY SPACES; PARKING AND BIN / CYCLE STORAGE (DEMOLITION OF CONSERVATORY)

WARD: WEALDSTONE

APPLICANT: MR VALJI RABADIA

AGENT: CONSTRUCT 360 LTD

CASE OFFICER: NABEEL KASMANI

EXPIRY DATE: 30/06/2016

RECOMMENDATION

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

INFORMATION:

This application is reported to the Planning Committee due to the petition received under Part 1 Proviso E of the scheme of delegation dated 29th May 2013

Statutory Return Type:	Minor Development
Council Interest:	None
Net additional Floorspace:	n/a
GLA CIL (provisional):	n/a
Harrow CIL (provisional):	n/a

Site Description

- The application site comprises a two storey semi-detached dwellinghouse located on the northern side of Locket Road. The subject property has been previously extended by means of a two-storey side to rear extension and a single storey rear extension
- The property is not a listed building and it is not located in a conservation area or known flood zone.
- The attached neighbouring property, no. 77/77a is subdivided into two flats and features a single storey rear extension and rear dormer
- The rear gardens of nos. 235-241 Byron Road adjoin the application site to the west

Proposal Details

- It is proposed to convert the existing dwellinghouse into four self-contained flats (3x Studio flats and 1x one bed, two person).
- Private amenity space is proposed for the occupiers of the flats within the rear

garden

- One off-street car parking space is proposed within the forecourt.

Revisions to Previous Application

- n/a

Revisions during course of application

Storage space has been provided within the flats

Relevant History

LBH/12209: Single storey rear extension

Grant: 08-10-1976

LBH/37242: Two storey side extension

Grant: 28-04-1989

P/4997/15/preapp: Conversion of dwelling into flats

Proposal Considered acceptable subject to amendments outlined within report

Applicant Submission Documents

Design and Access Statement

Consultations

- n/a

Advertisement

- n/a

Notifications

Sent: 8

Replies: 8 and a petition with 49 signatures

Expiry: 31-05-2016

Addresses Consulted

77 Locket Road, Harrow, HA3 7NN

77a Locket Road, Harrow, HA7 7LY

35 Warham Road, Harrow, HA3 7JA

235-243 Byron Road (odd), Harrow, HA3 7TE

Summary of Responses

- Excessive number of vehicles; parking issues; traffic congestion
- Suitability of waste storage at rear; possible rat infestation; affect business of adjoining child-minder; adjacent properties converted to flats and have refuse storage in forecourt
- Potential non-upkeep of property
- Concern at increased noise due to expected occupancy
- No legal right of way to use the alley at the rear of Byron Road properties
- Security compromised with increased use of side alley to access gardens and refuse
- Reduced property prices
- Located in critical drainage area
- Wealdstone being overpopulated

Petition with 49 Signatures

- The conversion of a single dwelling to a four dwelling tenement will have an adverse effect upon the local area, infrastructure and quality of life. Particularly with reference to parking, traffic flow and both vehicular and pedestrian safety

APPRAISAL

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

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

In this instance, the Development Plan comprises The London Plan 2015, The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan SALP 2013 [SALP].

The policies relevant to this application and themes are set below and at the end of this report at Informative 1.

MAIN CONSIDERATIONS

Principle of Development - LP: 3.8

Character and Appearance of the Area - LP: 7.4, 7.6, DMP: DM1, DM23, DM45, SPD: Residential Design Guide

Residential Amenity - LP: 3.5, 7.6, DMP: DM1, DM2, DM27, SPD: Residential Design Guide, London Plan

Traffic and Parking - LP: 6.3, 6.9, DM: 42

Accessibility - LP: 3.8, 7.2, DMP: DM2, SPD: Accessible Homes

Equalities Implications

Crime & Disorder Act - LP: 7.3, DMP: DM1

Consultation Responses

Principle of Development:

New Residential Accommodation

Having regard to The London Plan (Policy 3.8) and the Council's policies and guidelines, it is considered that the proposed flats would provide an increase in smaller housing stock within the Borough, thereby complying with the housing growth objectives and policies of the Core Strategy and The London Plan.

Character and Appearance of the Area

No extensions are proposed to the existing property. Consequently, it is considered the proposal would not have a detrimental impact upon the character and appearance of the property or the locality.

Refuse Storage

Policy DM45 of the Development Management Policies (2013) requires all proposals to make 'on-site' provision for general waste, recyclable materials and organic material. Furthermore, the bin and refuse storage must be located and screened to avoid nuisance to occupiers and adverse visual impacts. It is considered that the proposed location of the refuse storage would be acceptable.

A number of objections relate to the location of the refuse storage adjacent to the shared access path and the rear gardens of the neighbouring properties along Byron Road. The location of the refuse storage away from the forecourt is supported by Policy DM45 of the adopted Development Management Policies (2013). It is understood from the representations received that the subject property has no legal right to use the access road that serves the rear gardens of the neighbouring properties along Byron Road. However, this is a civil matter and would not constitute a reason for refusal in this instance.

To mitigate the potential for the area where the refuse bins are stored being neglected, giving rise to increased litter, odour and the increased likelihood for vermin, it is considered that the refuse bins could be stored within a purpose built enclosure. A condition is attached accordingly.

Landscaping

The existing forecourt is entirely hard-surfaced. The proposal would include the provision of one off-street parking space. Additional soft landscaping is also proposed adjacent to the shared boundary with the attached dwelling. It is considered that this would provide street scene impact and enhance the biodiversity of the area. It is therefore considered that the proposal would have a positive impact on the character and appearance of the area and would find support with Policy DM23 of the Harrow Development Management Policies (2013).

Residential Amenity

Policy 7.6B, subsection D, of The London Plan (2015) states that new buildings and structures should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate. Following on from this, policy DM1B states that all development must achieve a high standard of privacy and amenity. Proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of development will be resisted.

Impact on the Residential amenities of the Neighbouring Occupiers

It is likely that up to a maximum of 5 people would occupy the flats. The proposed conversion would decrease the use profile of the property which at present, could be occupied by up to 10-14 persons. It is therefore considered that unreasonable impacts arising from the nature of the use of the property would not arise.

The submitted existing floorplans indicate that the existing dwellinghouse has a maximum of eight bedrooms spread over the first and second floors. The submitted Design and Access Statement states that the dwellinghouse could have a potential occupancy of 16 persons. However, it is evident that some of the bedrooms would only be suitable for a single person and it is therefore considered that the maximum occupancy would be between 10-14 persons. Even though the existing dwelling may have never been occupied to its maximum capacity, it is accepted that the existing dwelling could accommodate the aforementioned number of occupants. The proposal for 1 x 1bed and 3 x studio flats would therefore decrease the maximum occupancy level to 5 persons which is considered to reduce the intensity/use profile of the site. It is therefore considered that unreasonable impacts arising from the nature of the use of the property from a single family dwellinghouse to small four self-contained residential units would not arise, in this case.

Impact on the Residential amenities of the Host Occupiers

• Room Size and Layout

Development proposals would be required to meet policy DM1 of the Development Management Policies Local Plan (2013), which seeks to ensure that “proposals that would be detrimental to the privacy and amenity of neighbouring occupiers, or that would fail to achieve satisfactory privacy and amenity for future occupiers of the development, will be resisted”.

Policy 3.5C of The London Plan requires shall new residential development to provide, amongst other things, accommodation which is adequate to meet people’s needs. In this regard, minimum gross internal areas (GIA) are required for different types of accommodation, and new residential accommodation should have a layout that provides a functional space. Table 3.3 of The London Plan specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential unit GIA’s as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD.

Through a written ministerial statement, the Government introduced new Technical Housing Standards in England (2015). These standards came into effect on the 1st of October 2015. The Mayor of London published the London Plan Housing Supplementary Planning Guidance SPG (2016) in order to bring the London Plan in line with the Technical Housing Standard. The Minimum GIA and room standards as set out in the Technical Housing Standards (2015) and The London Plan Housing Supplementary Planning Guidance (SPG)

Flat no.	Room	Proposed Floor Area (m²)	Minimum Floor Area Required (m²)
1 (Studio)	Internal Storage	1	1
	Total GIA	37.5	37
2 (1b, 2p)	Bedroom (double 1)	12	11.5
	Internal Storage	1.5	1.5
	Total GIA	50	50
3 (studio)	Internal Storage	1	1
	Total GIA	37.5	37
4 (studio)	Internal Storage	1	1
	Total GIA	36.8	37

The studio flats would all feature a shower and would therefore be required to meet a minimum internal floor area of 37m². As demonstrated in the above table, only one of the proposed studio units marginally fails to meet the internal floor area required. However, the proposed flats would be dual aspect which would enhance the quality of the living accommodation. On balance, it is considered that the proposed marginal shortfall to studio 4 would be considered acceptable in this instance. The vertical stacking

relationship between flats is also considered to be acceptable in this case.

Outdoor Amenity Space

Policy DM27 of the DMP states that residential development proposals should provide appropriate amenity space, the form and amount of which should be informed by the Mayor's London Plan Housing SPG. Paragraph 5.16 of Harrow's Residential Design Guide SPG states that amenity space should be provided where possible (except for the conversion of maisonettes above shops and mid-terraced properties).

Private amenity space would be provided for the ground floor units and a communal garden space would be available for the occupiers of the studio flats on the first-floor. It is considered that the proposed amenity space would accord with the above policies.

Traffic and Parking

Policies DM1 and DM42 of the DMP give advice that developments should make adequate provision for parking and safe access to and within the site and not lead to any material increase in substandard vehicular access.

The London Plan and the adopted Core Strategy encourage and advocate sustainable modes of travel and requires that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided. Policy DM42 of the DMP requires new development to comply with relevant London Plan standards. The proposed off-street parking space would be considered acceptable. The subject site is located in close proximity to Wealdstone High Street which benefits from regular bus services and an train station that is connected to the London Underground/Overground network and Midlands Railway. Therefore, given the relatively sustainable location of the subject site and the proposed single occupation of three of the units, it is considered that the proposal would not give rise to any material transport or highway impacts.

Policy 6.9 and table 6.3 of The London Plan require the provision of one secure cycle space per flat. Details of the proposed cycle storage has not been provided but it is considered that there is sufficient space within the rear gardens and shared access path to accommodate designated cycle storage in order to comply with the above policy. A condition is accordingly attached to this effect.

Accessibility

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

Policy CS1.K of the Harrow Core Strategy requires all new dwellings to comply with the requirements of Lifetime Homes. Supplementary Planning Document Accessible Homes 2010 (SPD) outlines the necessary criteria for a 'Lifetime Home'.

The Technical Housing Standards (March 2015) altered the interpretation of the relevant London Plan (2015) policies and associated Housing SPG standards, placing the previous Lifetime Homes Standards under the control of Building Control regime (specifically Part M of the Building Regulations). It is considered that the submitted plans satisfactorily illustrate that the proposed flats could meet the relevant standards. Notwithstanding this, an instructive condition is attached to this effect.

Equalities Implications

Section 149 of the Equalities Act 2010 places obligations on local authorities with regard to equalities in decision making. It is considered that this application does not raise any equality implications or conflict with development plan policies in this regard.

Crime and Disorder

It is considered that the proposed development would not adversely impact upon community safety issues or conflict with development plan policies in this regard.

Consultation Responses

- Excessive number of vehicles; parking issues; traffic congestion

This has been addressed in section 4 of the report

- Suitability of waste storage at rear; possible rat infestation; affect business of adjoining child-minder; adjacent properties converted to flats and have refuse storage in forecourt

This has been addressed in section 2 of the report. It is considered that the distance of the proposed refuse store from the rear elevation and garden of no. 239 and the condition requiring a purpose built enclosure for the refuse bins would overcome the concerns in relation to the potential impact on the child-minding business.

- Potential non-upkeep of property

This is not a material planning consideration

- Concern at increased noise due to expected occupancy

This has been addressed in section 3 of the report

- No legal right of way to use the alley at the rear of Byron Road properties

This is a civil matter between the interested parties. It is not a material planning consideration

- Security compromised with increased use of side alley to access gardens and refuse
Access to the side alley would be through a secure (locked) door. Notwithstanding the potential increased use of the gate, it is nonetheless considered that the retention of the door to the alleyway would be sufficient to ensure the security of the neighbouring occupiers is not unduly compromised

- Reduced property prices

This is not a material planning consideration

- Located in critical drainage area

No extensions are proposed so it is considered that the proposal would have a neutral effect on surface water disposal and drainage.

- Wealdstone being overpopulated

This is noted. However, part of Wealdstone is strategically designated as an Opportunity Area to contribute towards Harrow's and London's current housing and employment needs.

CONCLUSION

The proposal would contribute towards the smaller housing stock within the borough and would provide a high quality of accommodation for the future occupiers of the residential units in accordance with the development plan and policies without impinging on the residential amenities of the neighbouring occupiers. Accordingly, the development is recommended for grant.

CONDITIONS:

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

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

2 The development hereby permitted shall be carried out in accordance with the following approved plans: LR75-1001 Revision 1st, LR75-1002 Revision 1st, LR75-1003 Revision 1st, LR75-1004A Revision A, LR75-1005 Revision 1st, LR75-1008 Revision 1st, LR75-1006A Revision A, LR75-1007A Revision A

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

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

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

4 The development hereby permitted, as detailed in the submitted and approved drawings, shall be built to “accessible and adaptable” standards as set out at standard M4(2) of the Building Regulations and thereafter retained to those standards.

REASON: To ensure provision of accessible and adaptable' standard housing in accordance with policy DM 2 of the Harrow Development Management Policies Local Plan (2013).

5 Notwithstanding the submitted details, the outdoor rear private garden areas shall be bounded by close-boarded timber fencing to a height of 1.8metres. The fencing required by this condition shall be erected prior to the occupation of the flats and shall be retained thereafter.

REASON: To protect the residential amenities of the existing and future occupiers of the development in accordance with policies DM1 & DM26 of the Harrow Development Management Policies Local Plan (2013) and the Residential Design Guide SPD (2010).

6 Notwithstanding the details provided in the approved plans, the development shall not be occupied until details of secure cycle storage and a refuse enclosure within has been submitted to and approved in writing, by the Local Planning Authority. The works shall be implemented on site, in accordance with the approved details and shall thereafter be retained.

REASON: To provide secure, convenient and accessible refuse storage and cycle parking facilities in accordance with Policies DM1 and DM45 of the Harrow Development Management Policies (2013) and Policy 6.9 of the London Plan (2015)

INFORMATIVES

1 The following policies are relevant to this decision:

The National Planning Policy Framework (2012)

The Technical Housing Standards (2015)

The London Plan (2015): 3.3, 3.5, 3.8, 6.9, 7.2, 7.3, 7.4, 7.6,
The Harrow Core Strategy (2012): CS1
Harrow Development Management Policies Local Plan (2013): DM1, DM2, DM23,
DM27, DM42, DM45
Supplementary Planning Document: Residential Design Guide (2010)
Supplementary Planning Document: The London Plan Housing Supplementary Planning
Guidance (SPG)

2 INFORMATIVE:

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

3 INFORMATIVE:

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

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

and that work falls within the scope of the Act.

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

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

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

4 INFORMATIVE:

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

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

Plan Nos: LR75-1001 Revision 1st, LR75-1002 Revision 1st, LR75-1003 Revision 1st,
LR75-1004A Revision A, LR75-1005 Revision 1st, LR75-1008 Revision 1st, LR75-
1006A Revision A, LR75-1007A Revision A

75 LOCKET ROAD, WEALDSTONE, HARROW



ITEM NO: 2/05

ADDRESS: 47 HIGH STREET, EDGWARE

REFERENCE: P/4593/15

DESCRIPTION: PART CHANGE OF USE FROM STORAGE (USE CLASS B8) TO KITCHEN FACILITIES ANCILLARY TO THE EXISTING BANQUETING AND WEDDING VENUE (SUI GENERIS); EXTERNAL STAIRCASE

WARD: EDGWARE

APPLICANT: MR SUNDEEP BHAMRA

AGENT: TEW AND SMITH

CASE OFFICER: NABEEL KASMANI

EXPIRY DATE: 30/06//2016

RECOMMENDATION A

GRANT permission subject to authority being delegated to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the completion of the Section 106 legal agreement and issue of the planning permission and subject to minor amendments to the conditions or the legal agreement. The Section 106 Agreement Heads of Terms would cover the following matters:

- i) The submission of a Travel Plan
- ii) The submission of an Event Management Strategy; and
- iii) Legal Fees: Payment of Harrow Council's reasonable costs in the preparation of the legal agreement
- iv) Planning Administration Fee: A £500 fee payable to the Local Planning Authority for monitoring of compliance with the agreement.

REASON

The banqueting/function facility (Sui Generis) is situated in an appropriate town centre location for a high intensity use. The proposed increase in the capacity of the use is therefore acceptable in this sustainable location. It is considered that the proposal would not result in any adverse impacts on the local highway or result in any unreasonable adverse impacts on the residential amenities of the neighbouring residential properties above what has been approved under Ref: P/3012/11. Overall the development would not result in any significant visual, highways or residential amenity impacts that would warrant refusal of planning permission.

The decision to GRANT planning permission has been taken having regard to the policies and proposals in The London Plan (2015) and other development plan policies as well as to all material considerations, including site circumstances and comments received in response to consultation.

RECOMMENDATION B

That if the Section 106 Agreement is not completed by 28 September 2016, then it is

recommended to delegate the decision to **REFUSE** Planning permission to the Divisional Director of Planning on the grounds that:

The proposed development, in the absence of a legal agreement to secure a Travel Plan and Event Management Strategy would result in an unacceptable and adverse impact on the amenities of the surrounding properties and would prejudice the free flow of traffic with consequent harm to highway safety and residential amenity, contrary to policy 8.2 of the London Plan (2015) and policies DM42 and DM43 of the Harrow Development Management Policies (2013)

INFORMATION

The application is reported to the Planning Committee because the recommendation is subject to a Legal Agreement.

Statutory Return Type: Change of Use

Council Interest: None

Floorspace (subject of change of use): 378m²

GLA Community Infrastructure Levy (CIL) Contribution (provisional): £13,230

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

Site Description

- The application site relates to a two and a half storey building located on the south western side of High Street, Edgware.
- The immediate surrounding locality of this part of High Street, Edgware hosts a mix of uses including, retail, offices and a warehouse/storage unit immediately adjacent and residential units and a school opposite the site.
- The opposite side of the site on the northeastern side of the High Street, Edgware comprises of a mix of uses, including retail, offices and a school opposite the site.
- The use of the premises known as a 'VIP Lounge', a banqueting and wedding venue (Sui Generis). The entrance to The 'VIP lounge' is at ground floor level from Edgware High Street and the function and banqueting facilities is sited over part of the first and second floors of the adjacent warehouse/storage unit towards the front sections of the building.
- Beyond the rear and south-west elevation is a car park and residential dwellings in Handel Way which are located to the rear of the building on a lower level.
- Edgware High Street is a London Distributor Road.
- The site is within flood zone 2/3 and identified as having a medium to high probability of flooding, as shown on maps in LB Harrow Strategic Flood Risk Assessment (SFRA)(2011).
- The site is situated within an Archaeological Priority Area.
- The site is not within a Conservation Area and not within the setting of a Listed Building.

Proposal Details

- The application proposes the change of use of 378m² of existing storage area on the first floor to increase the kitchen and function room area.
- The creation of a fire escape door and external staircase is to be constructed to the south west elevation of the building that is sited adjacent to the Lidl supermarket.

Revisions to Previous Application

Following the previous decision (P/1037/15) the following amendments have been made:

- A Flood Risk Assessment, Transport Management Plan and a Travel Plan have been submitted in support of the proposal.

Relevant History

P/1037/15: Part change of use from storage (Use Class B8) to Restaurant/Kitchen Facilities (Use Class A3) on First-floor; External Staircase

REFUSED : 12-05-2015

Reasons for Refusal:

1. Insufficient information has been submitted to enable the Local Planning Authority to comprehensively assess the development in respect of its impact on the highway and safe flow of traffic, and its impact on the residential amenities of the neighbouring properties.
2. The proposal, by reason of the site being located within an area of land liable to flooding and the lack of any Flood Risk Assessment, including appropriate flood resistant and resilience measures, the applicant has failed to demonstrate that the proposed development would not exacerbate the risk of flooding within the site or increase the risk and consequences of flooding elsewhere.

P/2548/12: Variation of condition 3 attached to planning permission P/3012/11 dated 31/08/2012 to allow opening from 08:00 hours to 00:45 hours Monday to Sundays (including bank holidays)

REFUSED : 24-12-2012

Reason for Refusal:

1. The proposed variation of condition 3 attached to planning permission P/3012/11, dated 31/08/2012 to increase the opening hours would give rise to an increased noise and disturbance and general activity at unsocial hours and would have an unacceptable detrimental impact on the residential amenities of the occupiers of the surrounding neighbouring residential properties, contrary to policy 7.15 of The London Plan (2011) and saved policies EP25 and EM25 of the Harrow Unitary Development Plan (2004).

P/3012/11: Continued use of main function room on the first floor (490m²) (sui generis use) and change of use of first floor storage areas to two reception rooms and a function room (1403m²) together with ancillary storage areas at first floor (167m²) and second floor levels (269.01m²) including change of use of part of second floor storage areas to ancillary office, conference room and reception area (98.5m²). installation of new shop front to no. 47 and 49 high street incorporating change of use of part of ground floor unit of no. 47 to provide an enlarged entrance area to the first and second floor uses (sui generis use); installation of new external staircase to north western side elevation; external alterations

Granted: 31-08-2012

P/3051/11: Display of an illuminated projecting sign and new fascia sign

GRANTED : 28-03-2012

EAST/1423/02/FUL: Use of first floor as a restaurant/bar and function hall (class A3)

REFUSED : 17-03-2003

Reasons for Refusal:

1. The proposed change of use would result in increased disturbance and general activity within the car park at unsocial hours to the detriment of the amenities of the neighbouring residents.
2. Car parking cannot be satisfactorily provided within the curtilage of the site to meet the Council's requirements in respect of the development and the likely increase in parking on

the neighbouring highway would be detrimental to the free flow and safety of traffic on the neighbouring highway and the amenity of the neighbouring residents.

EAST/412/95/FUL: Change of use of ground floor from retail to Ten Pin Bowling Alley (class A1 to D2) with parking
GRANTED : 08-08-1995

EAST/334/93/FUL: Change of use of first floor from Sui Generis to Class B1 (Photographic studio to business use)
REFUSED : 08- 11-1993

Reason for Refusal

1. The proposed change of use would lead to a more intensive use of the premises resulting in on street parking to the detriment of highway safety and the free flow of traffic.
Appeal Allowed: 09-09-1994

Pre-Application Discussion

- n/a

Applicant Submission Documents

Design and Access Statement
Flood Risk Assessment
Transport Statement
Workplace Travel Plan
Event Management Strategy

Consultations

Drainage Engineer

The Flood Risk Assessment submitted is satisfactory.

Highways

The proposal is acceptable.

Travel Planner

The revised travel plan is acceptable as the changes requested have been made.

Environmental Health

No objections subject to conditions.

Advertisement

Site Notice: 23-10-2015

Notifications

Sent: 35
Replies: 1
Expiry: 29/10/2015

Summary of Responses

- Expanding the restaurant will only aggravate the noise level from the car park and they have ignored the rules and the hours and the noise level from the car park is the same.

APPRAISAL

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

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that:
'If regard is to be had to the Development Plan for the purpose of any determination to be under the Planning Acts, the determination must be made in accordance with the Plan unless material considerations indicate otherwise.'

In this instance, the Development Plan comprises The London Plan (2015), the Harrow Core strategy (2012) and the policies of the Harrow Development Management Policies Local Plan (2013).

MAIN CONSIDERATIONS

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

Principle of the Development

The site is located within the Edgware District Centre, just outside of the Business Use Area and currently in use as a banqueting and function facility which has been in operation since 2004. The use is considered of an appropriate location for a high intensity Sui Generis banqueting/function facility and there was no objection in principle to an increase in capacity of the site demonstrated by planning permission P/3012/11 which was granted in 31 August 2012 (for conversion of storage areas on the first-floor to two receptions rooms, a function room with ancillary storage and kitchen facilities). That previously approved proposal sought to expand the capacity of the existing main function hall on the first floor from 300 to 500 guests. The application also proposed an additional function hall on the first-floor that could accommodate a further 200 people, thereby creating an overall potential maximum occupancy of 700 people.

The London Plan (2015) outlines a supportive approach to culture and entertainment provision in appropriate locations under policy 4.6. Policy DM 41 of the Harrow Council Development Management Policies (2013) outlines that the Council will encourage multi-purpose use of new and existing recreation facilities, provided that there is no impact on the environment or on residential amenity. However, it goes on to say that such facilities should be accessible to all, acceptable in terms of their environmental impact, on residential amenity, wildlife and travel to and from those facilities. Furthermore, the facilities should be located in specific areas, depending on the nature of the use. High intensity activities should be located in town centres or other areas of good public transport accessibility.

This application is a scaled down version of the planning application P/3012/11 to expand the seating area of the main function/banqueting hall and kitchen facilities on the first-floor. It is important to note that the change of use subject to application P/3012/11 was not implemented. The subject application proposes to change 378m² of floorspace, as opposed to the previously approved application which proposed a change of use of

1403m² on the first-floor. Although this would increase the number of guests using the main banqueting hall from 300 to 400 persons, the previously approved planning application allowed for an increase in banqueting/function rooms on the first-floor to cater for up to 700 persons.

It is therefore considered that there is no objection in principle to the increase in capacity and kitchen facilities of the site. However, detailed consideration of the above policy requirements and other policy considerations are undertaken in the sections below.

Character and Appearance of the Area

The NPPF attaches great importance to the design of the built environment, stating,

“good design is a key aspect of sustainable development...and should contribute positively to making places better for people”. It stresses the need to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings and smaller developments like the proposed development. While it states that local authorities should not impose architectural styles or particular tastes, it reinforces that it is also important to consider local character and distinctiveness. In addition, it states that *‘permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions’.*

The London Plan policy 7.4B, Core Policy CS1.B of the Harrow Core Strategy and policy DM1 of the Harrow Development Management Policies Local Plan (2013) seeks to encourage development with a high standard of design that responds positively to the local context in terms of scale, siting and materials. The adopted SPD ‘Residential Design Guide’ elaborates upon these policies with detailed guidance.

The only external alteration to the building would be the installation of a fire escape staircase sited in the car park involving the insertion of a fire door in the first floor northwest flank of the building which was already been approved under Ref: P/3012/11.

The fire escape is to facilitate the increase in the additional seating capacity of the function room, and as it is to be sited in the car park along the southwest boundary of the site which is enclosed by the adjoining Lidl supermarket, it would not be visible from the public realm. As such, the staircase and fire door would not have a detrimental impact on the character and appearance of the existing building or the surrounding area.

Residential Amenity

Noise and disturbance from the intensified use (by reason of the increase in capacity of the main banqueting hall from 300 to 400 persons) is considered to be a potential issue with the proposed development, particularly in relation to the residential properties at the rear of the site in Handel Way. Policies DM40 and DM41 of the Harrow Council Development Management Policies (2013) seek to ensure that people and sensitive environments are not subjected to excessive noise levels from new development or changes of use. Noise generating development will not be permitted in noise sensitive area, unless developers can demonstrate that it would not have an adverse impact on neighbouring land uses. Developers will be expected to ensure that noise arising from the proposals, including noise generated by people and vehicles arriving and leaving the premises, does not cause excessive disturbance to adjacent land uses.

It is acknowledged that the increase in use capacity and the existing parking area has the

potential to have additional harmful impacts in terms of disturbance and associated activity in the surrounding area. Harrow Council's Environmental Health Officer has not raised any objection to the proposal, and has suggested a number of conditions to limit future noise levels.

The subject application proposed to enlarge the main banqueting hall on the first-floor by 200m². This would increase the existing occupancy off 300 to approximately 400 persons. However, this would still be significantly short of the previously approved change of use application P/3012/11, which allowed for a maximum capacity of 700 persons. As a result, it is considered that the proposed change of use would not result in any additional noise or disturbance above that already approved. Despite the proposed increase in capacity from 300 to 400 persons, the existing parking arrangement would remain unchanged from the current situation and so it is unlikely that there would be additional vehicle movements into the rear parking area as compared to the existing situation. Environmental Health has not raised any concerns in relation to loud music coming from the site.

The proposed fire escape staircase and fire door is to be located to the southwest boundary of the site which is sited adjacent to the Lidl supermarket/ warehouse building. The door would open and look out on to the roof of the supermarket and as such it is not considered that the external alterations would result in any loss of amenity in the form of loss of privacy to the closest residential properties that are sited to the rear of the building.

In view of the above, a condition is recommended to control hours of operation between 12.00 and 23.00 hours Monday to Thursday, 12.00 to 00.00 hours on Friday and Saturday and 12.00 to 22.30 hours on Sunday and Bank Holidays. These controlled hours of operation are the same as those approved under application Ref: P/3012/11 which is considered to ameliorate any undue harm and address the concerns expressed by the nearest residential properties, particularly those along Handel way. Subject to the suggested conditions, it is considered that the proposed development would not result in significant adverse impacts on neighbouring amenity through increased noise disturbance or associated activity in accordance with policy 7.15 of The London Plan (2015) and Policy DM1 of the Harrow Development Management Policies (2013).

Traffic and Parking

The London Plan (2015) policies 6.3, 6.9 and 6.13 seek to regulate parking in order to minimise additional car travel and encourage use of more sustainable means of travel. The site is located within a very high sustainable location with easy access to public transport; within a 5- 10 minute walk of the Edgware train station in the London Borough of Barnet and there is also a plethora of bus services. It is considered that the site is in a good location in terms of access to public transport with a Public Transport Accessibility Level (PTAL) of 3 and is an appropriate level for a banqueting venue given the national, strategic and local planning policies for such facilities to be located in areas that minimise reliance on use of the private car.

Notably, activities would occur outside of peak traffic times, thereby minimizing overall impacts during these key periods. There are currently 41 parking spaces available on-site which are allocated to guests prior to the event. A further 81 parking spaces are available behind Elizabeth House (opposite the application site) which is on a lease agreement and available for use by the VIP Lounge guests in the evenings.

It is accepted that, the Council would not be able to control these additional parking spaces by way of a suitable condition or a section 106 agreement as the areas of land are

not within the applicant's ownership. Nevertheless, it is anticipated that it is in the applicant's best interest to maintain such facilities in order for their operation to accord with their business model. It appears that this arrangement has operated successfully as the Council is not aware of any parking issues with regard to the current operational use. The sustainable location coupled with the stringent parking controls in the area contributes to a travel mode shift away from the private motor car.

Although the application proposes to increase the floor area of the banqueting/function hall, it would nonetheless result in a smaller increase in the number of users from the previously granted application Reference P/3012/11. As such, the proposal is not seen as increasing the parking above what has already been approved. Overall, it is considered that the site is located in a satisfactory location for an expanded function room facility. In terms of highway capacity and safety, the level of car trips associated with the proposal is not predicted to be detrimental due to the 'off-peak' nature of existing and proposed activities as well as sustainable travel choices currently available and used by patrons. The submitted Travel Plan states that a total of 19 Cycle Parking spaces would be provided which would accord with Policy 6.9 of the London Plan (2015).

The application has been referred to the Council's Highways Department and Travel Planner who have raised no objection to the proposal on transport impact grounds, subject to the Travel Plan being secured through a Section 106 Agreement.

Development and Flood Risk

The site is within flood zone 2/3 and is identified as having a medium to high probability of flooding, as shown on maps in LB Harrow Strategic Flood Risk Assessment (SFRA)(2011). Policy DM 9 of the Harrow Council Development Management Policies states that "development will be managed to achieve an overall reduction in flood risk and increase resilience to floor events."

Given the proposed increase in the capacity of the premises, the applicant is required to demonstrate that there will be no additional flood risk, or that any risk of flooding can be addressed through a series of flood mitigation measures.

The applicant has submitted a Flood Risk Assessment which demonstrates that the existing floor levels will not be altered and there will be no increase in the surface water run off as a result of the proposal. The proposed development would not exacerbate the risk of flooding within the site or increase the risk and consequences of flooding elsewhere and Harrow's Drainage Engineer has confirmed that the Flood Risk Assessment is satisfactory.

It is considered that the submitted Flood Risk Assessment overcomes the Council's concerns regarding the previous planning application in this regard, and that the proposal complies with policy 5.12B/C of the London Plan (2015) and policy DM9 of the Harrow Council, Development Management Policies (2013).

Equalities Statement

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

In determining this planning application the Council has regard to its equalities obligations under section 149 of the Equalities Act 2010. For the purposes of this report there are no adverse equalities issues arising from this proposal. However, it is noted that equality

impact assessments play an important role in the formulation of planning policies; however their use in respect of this specific application is very much the exception rather than the norm. Taking proper account of the guidance contained in the London Plan Supplementary Guidance on Planning for Equality and Diversity in London (and in particular paragraph 2.6) the Council considers that there is no requirement for a Race Equalities Impact Assessment.

S17 Crime & Disorder Act

It is considered that the proposed development would not adversely impact upon community safety issues and so it would comply with policy 7.3 of The London Plan (2015).

Consultation Responses

- Expanding the restaurant will only aggravate the noise level from the car park and they have ignored the rules and the hours and the noise level from the car park is the same.

This application would result in a less intensity of use than what has already been approved under ref: P/3012/11 and Environmental Health have not raised any concern subject to a condition being attached at any approval to ensure that any plant and machinery (including that for fume extraction, ventilation, refrigeration and air conditioning) shall be so installed, used and thereafter retained as to prevent the transmission of noise, vibration, and odour/fume into any neighbouring premises.

CONCLUSION

The banqueting/function facility (Sui Generis) is situated in an appropriate town centre location for a high intensity use. The proposed increase in the capacity of the use is therefore acceptable in this sustainable location. It is considered that the proposal would not result in any adverse impacts on the local highway or result in any unreasonable adverse impacts on the residential amenities of the neighbouring residential properties above what has been approved under Ref: P/3012/11. Overall the development would not result in any significant visual, highways or residential amenity impacts that would warrant refusal of planning permission.

The decision to GRANT planning permission has been taken having regard to the policies and proposals in The London Plan (2015) and other development plan policies as well as to all material considerations, including site circumstances and comments received in response to consultation.

CONDITIONS

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

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

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

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

3 The use hereby permitted shall not be open to customers outside of the following times without the prior written permission of the Local Planning Authority:

12:00 hours to 23:00 hours, Monday to Thursday.

12:00 hours to 00:00 (midnight), Fridays and Saturdays

12:00 hours to 22:30 hours, Sundays and BANK Holidays

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

4 The maximum number of patrons and staff in the premises shall not exceed 400 persons at any time.

REASON: To ensure that the use of the site is not over-intensive and to permit an assessment of patron / staff numbers in the future in the light of the circumstances then prevailing as a measure to ensure that disturbance /disruption or noise to the neighbouring residential properties are kept to a minimum in order to comply with Policy DM1 of the Harrow Development Management Policies Local Plan (2013).

5 Before the change of use hereby permitted commences, any plant and machinery (including that for fume extraction, ventilation, refrigeration and air conditioning) shall be so installed, used and thereafter retained as to prevent the transmission of noise, vibration, and odour/fume into any neighbouring premises.

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

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

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

7 The change of use hereby permitted shall not be brought into use until a scheme for the storage and disposal of refuse/waste has been submitted to and approved in writing by the Local Planning Authority and shall be retained in accordance with the approved details

REASON: To ensure adequate standards of hygiene and refuse/waste collection without prejudice to the enjoyment by neighbouring occupiers of their properties, in accordance with Policy DM1 of the Harrow Development Management Policies Local Plan, 2013.

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (2015)

3.16 Protection and Enhancement of Social Infrastructure

4.12 Improving Opportunities for All

4.5 London's Visitor Infrastructure

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

5.12 Flood Risk Management

6.3 Assessing Effects of Development on Transport Capacity

6.9 Cycling

6.13 Parking

7.1 Building London's Neighbourhoods and Communities

7.2 An Inclusive Environment

- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.15 Reducing Noise and Enhancing Soundscapes

Harrow Core Strategy (2012)

Core Policy CS1 – Overarching Policy
Core Policy CS 8 – Edgware and Burnt Oak

Harrow Council Development Management Policies (2013)

DM 1 Achieving a High Standard of Development
DM 9 Managing Flood Risk
DM 42 Parking Standards
DM 43 Transport Assessment and Travel Plans

Supplementary Planning Guidance and other relevant guidance

Harrow Strategic Flood Risk Assessment (2011)

2 INFORMATIVE:

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

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

3 INFORMATIVE:

The proposed kitchen facilities are to be fitted, furnished and equipped to the satisfaction of the Environmental Health Department.

4 CONSIDERATE CONTRACTOR CODE OF PRACTICE

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

5 THE PARTY WALL ETC. ACT 1996

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

6 COMPLIANCE WITH PLANNING CONDITIONS

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

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

7 INFORMATIVE:

Please be advised that this application attracts a liability payment of £13,230 of Community Infrastructure Levy. This charge has been levied under Greater London Authority CIL charging schedule and s211 of the Planning Act 2008.

Harrow Council as CIL collecting authority upon the grant of planning permission will be collecting the Mayoral Community Infrastructure Levy (CIL). Your proposal is subject to a CIL Liability Notice indicating a levy of £13,230 for the application, based on the levy rate for Harrow of £35/m² and the change of use floor area of 378m².

Plan Nos: 4224_S01, 4224_S02, 4224_S03, 4224_S04, 4224_SK02 Rev B, 4224_SK03, 4224_SK04 Rev B, Design and Access Statement (September 2015), Flood Risk Assessment (July 2015), Transport Statement, VIP Lounge Event Management Plan (Revision C), Workplace Travel Plan (May 2016)



The Planning Inspectorate

An Executive Agency in the Department of the Environment and the Welsh Office

Room 1404
Tollgate House
Houlton Street
Bristol BS2 9DJ

Direct Line 0272-878927
Switchboard 0272-878000
Fax No 0272-878769
GTN 1374-

APPEAL 2104
ALLOWED

Peter Pendleton Associates
Chelsea Bridge Business Centre
334 Queenstown Road
LONDON SW8 4NP

Your Ref: Peter Pendleton
Our Ref: T/APP/M5450/A/94/238081/P6

12 SEP 1994

Date: 29 SEP 1994

Dear Sirs

TOWN AND COUNTRY PLANNING ACT 1990, SECTION 78 AND SCHEDULE 6
APPEAL BY ROWBAIRD PROPERTY COMPANY LTD
APPLICATION NO: EAST/334/93/FUL

1. I have been appointed by the Secretary of State for the Environment to determine this appeal against the decision of the Council of the London Borough of Harrow to refuse planning permission in respect of an application for change of use to B1 of the first floor of premises at 47-49 High Street, Edgware. I have considered the written representations made by you and by the Council and also those made by another party. I have also considered a representation made directly to the Council which has been forwarded to me. I inspected the site on 8 August 1994.

2. From the written representations I received and my inspection of the site and surrounding area I consider that this appeal turns on whether, when relevant national and local planning policies are taken into account, the change of use would be unacceptably detrimental to the flow of traffic along adjoining roads and to residents' amenities.

3. The appeal premises comprise a 2-storey building with floorspace of 0.46ha, built in the 1960s as ground-floor shops with a bowling alley above. Along the north-west side, below a projection of the first floor which is carried on piers, is a wide access with parking spaces along its sides. An area of open ground at the rear provides more parking space.

4. In 1973 the ground floor was a Green Shield trading stamp gift shop, and the Council granted planning permission for change of use of the bowling alley to a warehouse serving the gift shop. Subsequently however the first floor was occupied by a firm who worked exclusively on the production of photographic material and artwork for the catalogues of Green Shield, and their successor Argos. That was regularised by planning permission (ref 18564/E) granted in 1980 for continued use of the first floor as "retail photographic



studio & warehouse & design studios with ancillary offices". (The word "retail" is somewhat misleading as there is no evidence that the occupants have ever traded direct with the public.) At that time they employed only 32 people, and the Council considered their parking requirements, along with those associated with the Argos shop, could be satisfactorily accommodated on the site.

5. That firm remains on the first floor doing the same kind of work, though for other clients as well as Argos, who have vacated the ground floor. Only the front part of that is now in use, as a shop selling women's clothing; the much larger area behind retains rows of storage fixtures, but is currently unused. Nearly half the first floor is used as a warehouse, where merchandise is held before and after being photographed in the 5 large studios which occupy much of the rest. At the front, above the present shop, is a design office with some smaller units partitioned from it. There are also rooms for photographic processing and storage and a small suite of management offices. In September 1993 the firm employed 67 people there.

6. You question the Council's description of this activity as *sui generis*, arguing that it falls within Class B1 of the Town and Country Planning (Use Classes) Order 1987. It is clearly a composite use comprising photography, photoprocessing, graphic design and typography with ancillary storage and office uses. Individually these functions could form part of a B1 use, but they are combined here to produce a very low intensity of occupation (about 40 sq m per person) which clearly distinguishes it from the generality of office and light industrial uses. Surveys quoted by the Council show that used as offices this amount of floorspace might accommodate up to 4 times as many people. The small number employed was an important consideration for them when granting permission in 1980, and I think they rightly call it *sui generis*.

7. The statutory development plan for the area comprises the Greater London Development Plan and the Harrow Borough Local Plan. Policy 61 of the latter encourages office development in district centres, subject to their suitability for that purpose, including the availability and capacity of public transport facilities, whether the roads can accommodate the traffic generated, and the availability of adequate parking facilities. Policy 121 refers to standards for parking provision which the Council will apply.

8. A Unitary Development Plan (UDP) which will replace these plans is at an advanced stage of the statutory process, and its policies carry considerable weight. The appeal site is within a Business Use Area defined in Policy EM5, where the Council will encourage the retention, development or redevelopment of land and buildings for business and light industrial (B1) uses only. Policy EM7 says that when considering applications for business development the Council will have regard to its impact on the amenity of adjoining

- 2 -

property, and whether the surrounding roads can accommodate the traffic generated. Policy T17 echoes Policy 121 of the Borough Plan. The parking standards contained in a Schedule are subject to revision in response to the recent Government Planning Policy Guidance Note 13, but as they stand require 92 spaces for the authorised use of the ground floor and proposed B1 use of the first floor of the appeal building.

9. The revised PPG13 was published after the public inquiry on the UDP and submission of the Inspector's recommendations. It emphasises encouragement of public transport use, and the discouragement of private cars in planning decisions. In paragraph 1.8 it advises local authorities to promote development within urban areas, and major generators of traffic demand, at locations highly accessible by means other than the private car, and to limit parking provision to discourage reliance on the car for work where there are effective alternatives. Paragraph 3.6 urges them to provide locations for offices and other employment intensive uses at locations in urban centres well served by public transport.

10. Parking spaces on the appeal site are not marked out, but the Council estimate that 38 cars can be parked at the side and rear of the building. Immediately in front of the building there is a bus-stop served by 8 weekday routes and just to the south is a pedestrian crossing with guard rails either side. Elsewhere kerbside parking is permitted except between 8 and 9.30 am and 4.30-6.30 pm on Mondays to Fridays. As the Council point out those restrictions prevent people working in the premises from parking there all day. I note that the adjoining London Borough of Barnet, who are the highway authority, have made Edgware High Road their highest priority for establishing a controlled parking zone. About 5 minutes' walk away are Edgware underground station and a public car park off Station Road. Both are as near as, or nearer than, the unrestricted residential roads where the Council fear that extra people working at the appeal premises might park.

11. I find it difficult to reconcile the Council's objections to B1 use of the first floor with their inclusion of the appeal site in the Business Areas defined in UDP Policy EM5. According to them no part of the building has ever been in such use, unlike most of those nearby, so its inclusion must have been a conscious decision. Its location, in an urban centre, with comprehensive shopping facilities in Station Road and well served by public transport seems to me to accord very closely with what PPG13 recommends for such development. That more recent advice clearly conflicts to some extent with the development plan policies and the Council acknowledge that they will need to revise the parking standards in the latter. In the circumstances of this case I consider the PPG to be a material consideration which outweighs the requirements of the development plan for a particular level of parking provision.

- 3 -

12. The local policies and regional guidance referred to by the Council assume that unless sufficient parking space is provided in developments, people will still use their cars but park in ways which are harmful to amenity. The PPG assumes the contrary: that limiting parking space will encourage people to use other means of transport. In my view the restrictions on rush-hour parking in the High Road and the proximity and variety of public transport available would tend to bring about the second outcome, discouraging employees from travelling to work by car. I am not convinced that a B1 use employing more people than at present work in the building would inevitably create so much more vehicular traffic as to impede the flow of traffic on adjoining roads, or be detrimental to the amenities of neighbouring residential roads.

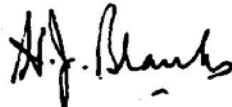
13. I have considered all other matters raised in the written representations but found nothing which led me to different conclusions on the main issues.

14. For the above reasons and in exercise of powers transferred to me, I hereby allow this appeal and grant planning permission for change of use of the first floor at 47/49 High Street, Edgware to one falling within Class B1 of the Town and Country Planning (Use Classes) Order 1987 in accordance with the terms of the application (No EAST/334/93/FUL) dated 21 July 1993 and the plans submitted therewith subject to the condition that the development hereby permitted shall be begun before the expiration of 5 years from the date of this letter.

15. The developer's attention is drawn to the enclosed note relating to the requirements of the Building Regulations 1991 with respect to access for disabled people.

16. This letter does not convey any approval or consent which may be required under any enactment, bye-law, order or regulation other than Section 57 of the Town and Country Planning Act 1990.

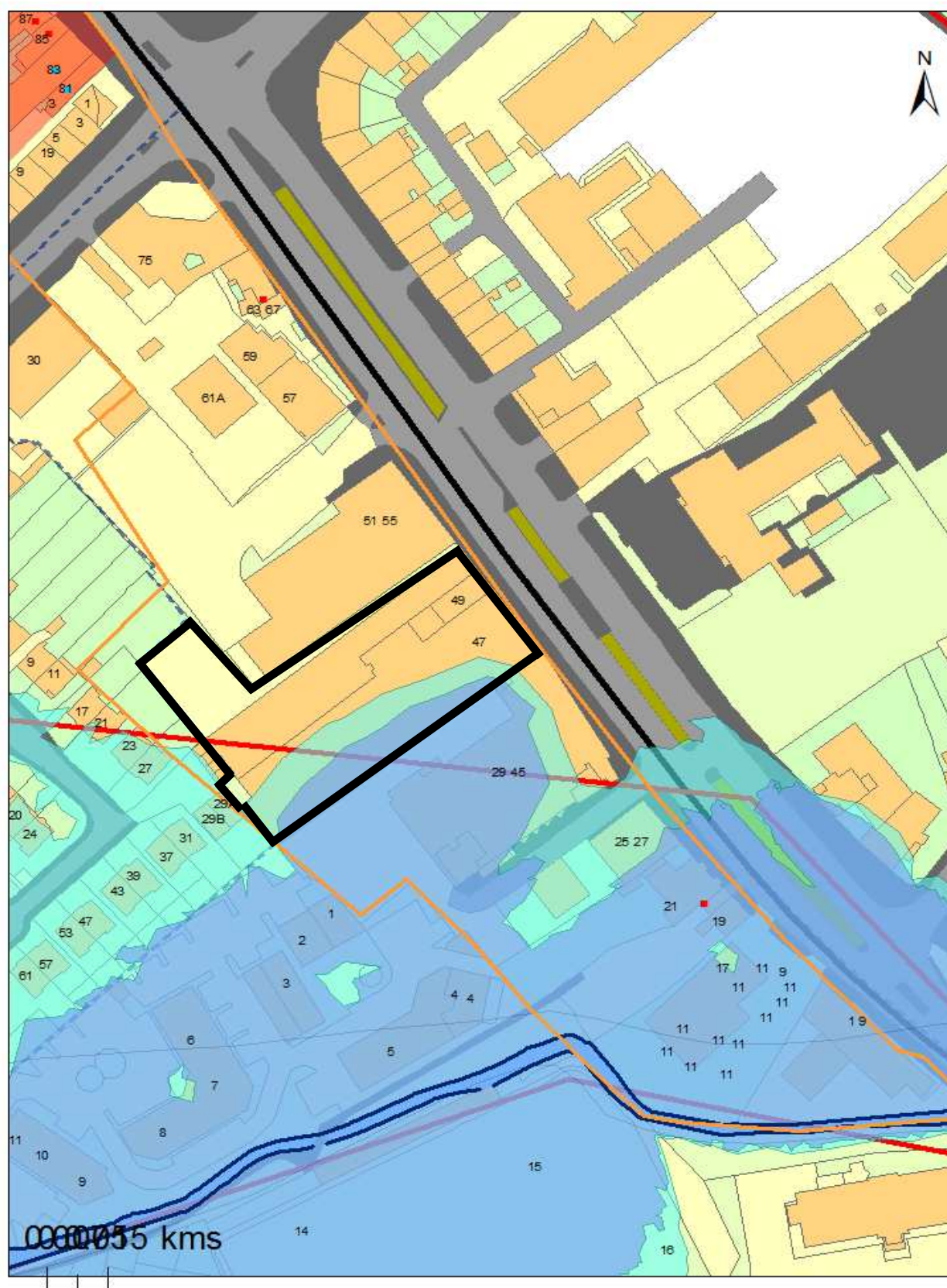
Yours faithfully



H J BLANKS BA(Oxon)
INSPECTOR

- 4 -

75 LOCKET ROAD, WEALDSTONE, HARROW



© Crown copyright and database rights 2012 Ordnance Survey 100019206
DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2010)
Cities Revealed® aerial photography copyright The GeoInformation® Group, 2010



ITEM NO: 2/06

ADDRESS: 87 SANDRINGHAM CRESCENT, HARROW

REFERENCE: P/0865/16

DESCRIPTION: CONVERSION OF SINGLE DWELLING TO TWO FLATS WITH NEW ACCESS; PARKING, SEPARATE AMENITY SPACE, BIN / CYCLE STORAGE

WARD: ROXBOUNE

APPLICANT: MRS VIJITHA VIJAYAKUMAR

AGENT: BUILDING DESIGN CONSULTANCY UK LTD

CASE OFFICER: KIMRY SCHLACTER

EXTENDED EXPIRY DATE: 01/06/2016

RECOMMENDATION

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

INFORMATION:

This application is reported to Planning Committee under Proviso E of the Scheme of Delegation, dated 29th May 2013, as there has been significant public interest in this application.

This application was deferred from the Planning Committee on 25th May 2016 for a Members' site visit which took place on 25th June 2016.

Statutory Return Type: 13. Minor Dwellings
 Council Interest: None
 Net additional Floorspace: 0m²
 GLA CIL (provisional): N/A
 Harrow CIL (provisional): N/A

Site Description

- Two storey end-of-terrace dwelling located on the northern side of Sandringham Crescent, at the beginning of a curve in the road.
- No. 85, to the south-east, is the attached mid-terrace property; no. 89 is the adjoining property to the west.
- The site's rear boundary backs onto the Roxbourne River.
- The property has been previously extended with a rear dormer. A rear ground floor extension 6.0m deep with patio and a small side extension were under construction at the time of the site visit.
- There are changes in site levels from the front to the rear of the property, and parts of

the garden of no. 89 are lower than that of no. 87.

- The site lies within a critical drainage area, and includes a 1-in-100yr flood zone area. A 1-in-30yr surface water flood zone is adjacent to the rear boundary.

Proposal Details

- It is proposed to convert the existing dwelling into two self-contained flats.
- The ground floor is proposed as a 2-bedroom, 3-person flat. The first and loft floor is proposed as a 1-bedroom, 2-person maisonette.
- The rear garden would be divided into two amenity spaces, with timber fencing.
- A new vehicle access is proposed, with two new off-street parking spaces. Two secure cycle brackets are proposed in the front garden.
- Four refuse and recycling bins are proposed to be located on the side access path, and one additional in each of the private rear garden areas (Six in total).

Revision to This Application

- N/A

Revisions to Previous Application

- N/A

Submitted Documents:

- Flood Risk Assessment
- Design & Access Statement

Relevant History

P/3525/15 – Prior Approval Notification of Intention: Single Storey Rear Extension:
Extending 6m deep, 3.45m maximum height, 2.9m high to the eaves
NOB – 01/09/2015

P/4487/15 – First Floor Extension

REFUSED – 17/12/2016

Reason for Refusal:

The proposed first floor rear extension, in addition to the existing extensions to the dwellinghouse, by reason of the unduly disproportionate scale of extension and unsympathetic juxtaposition of additions, would result in obtrusive and incongruous extensions of the property, to the detriment of the dwellinghouse and the character and appearance of the surrounding area, contrary to policy 7.4B of The London Plan (2015), policy CS1.B of the adopted Harrow Core Strategy (2012), and policy DM1 of the Development Management Policies (2013).

Consultations

Waste Management:

- No comments received

Drainage:

- Details were requested as to whether the proposed hardstanding in the forecourt is permeable. Additional details were submitted and deemed satisfactory.
- Proposed vehicular access should be maximum 3.6m wide as per highways requirements

Traffic & Highways:

- Parking for this location is very poor, PTAL is low at 2; therefore off-street parking is preferable.
- One (1) parking space is required for The London Plan 2015 maximum parking standards.
- Width of the forecourt is only just wide enough to accommodate two cars, which would be a problem for use by disabled drivers. As one space is required and a single car can more comfortably be accommodated, ideally no more than one space should be provided.
- Cycle parking needs to be a minimum of 3 spaces (1 for the 1-bed unit, 2 for the 2-bed).
- No record of a previous application for vehicle cross-over at this address. The site is located on a bend, however high traffic volumes or speeds would not be anticipated so no problems anticipated for a future cross-over application.

Advertisement

- None

Neighbour Notifications

Sent: 2

Replies: 2

Expiry: 24/03/2016

Summary of Responses

Summary of comments received:

- Enough flats already existing on this street; do not want more
- Concerns that more flats on this street (in addition to those existing) will devalue other properties.
- Concerns that additional flats will exacerbate parking situation, given that parking is already very limited.
- Does not seem feasible that two car parking spaces and a cycle shed can be accommodated within the space available.
- Unemployment statistics are high; and therefore concern regarding what additional effects flats may have on the area.
- Several instances of bad neighbours needing to be evicted in the past.

Summary of comments received via petition (dated 12-4-16, with 16 signatures) from residents of Sandringham Crescent:

- Believe application should be rejected on the basis that flats would drastically change the character of the street as a small, quiet, and neighbourly place
- Demand for parking in Sandringham Crescent is high due to several double lines, fewer home owners being allowed to drop kerbs due to trees, and given that there are already several flats on the street. Development would likely result in further increases in parking demand on an already congested street.
- Plans for two off-street parking spaces do not seem achievable in the space available.
- Proposal would give rise to further flat developments which will ruin the street.

APPRAISAL

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

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

In this instance, the Development Plan comprises The London Plan 2015, The Harrow Core Strategy 2012 [CS], Harrow and Wealdstone Area Action Plan (AAP) 2013, the Development Management Policies Local Plan 2013 [DMP], the Site Allocations Local Plan SALP 2013 [SALP].

The policies relevant to this application and themes are set below and at the end of this report at Informative 1.

MAIN CONSIDERATIONS

Principle of Development - *LP: 3.3 3.4, 3.8, HCS: CS1.I, DMP: DM24*

Design, Layout, Character of the Area and Amenity - *LP: 3.5, 3.8, 7.4, 7.6, HCS: CS1.B, CS1.K, DMP: DM1, DM22, DM27, DM26, SPD: Residential Design Guide, SPG: Housing, MALP: Housing Standards*

Residential Amenity - *LP: 7.6, DMP: DM1, DM2, DM26, SPD: Residential Design Guide SPG: Housing*

Accessibility - *LP: 7.1, 7.2, HCS: CS1.K, DMP: DM2, SPD: Accessible Homes*

Traffic and Parking - *LP: 6.9, 6.13, HSC1.R, DMP: DM26, DM42, SPG: Housing*

Development and Flood Risk - *DMP: DM10,*

Equalities Implications

Crime and Disorder Act - *LP: 7.3, DMP: DM1* Consultations Responses

Principle of the Development

Policy 3.8 of The London Plan (2015) encourages the borough to provide a range of housing choices in order to take account of the various different groups who require different types of housing. Further to this, Core Policy CS1.I states that 'New residential development shall result in a mix of housing in terms of type, size and tenure across the Borough and within neighbourhoods, to promote housing choice, meet local needs, and to maintain mixed and sustainable communities'. Having regard to the London Plan and the Council's policies and guidelines, it is considered that the proposed conversion would constitute an increase in housing stock within the borough in terms of unit numbers and tenure types, and would therefore be acceptable in principle.

Character and Appearance of the Area

The proposed conversion of the existing dwellinghouse to flats would involve no external alterations to the dwellinghouse itself (notwithstanding those dealt with under other applications), however will include alterations to the rear garden amenity space and to the forecourt (addressed below).

Internal Design and Layout of New Dwellings

Policy 3.5C of The London Plan requires all new residential development to provide, amongst other things, accommodation which is adequate to meet people's needs. In this regard, minimum gross internal areas (GIA) are required for different types of accommodation, and new residential accommodation should have a layout that provides a functional space. Table 3.3 of The London Plan specifies minimum GIAs for residential units and advises that these minimum sizes should be exceeded where possible. The use of these residential unit GIA's as minima is also reiterated in Appendix 1 of the Residential Design Guide SPD. Further detailed room standards are set out in the Mayors Housing Supplementary Planning Guidance 2016.

On 25 March 2015 through a written ministerial statement, the Government introduced new national technical housing standards in England and detailed how these would be

applied through planning policy. As of March 2016, the Mayor has adopted the new standards through The London Plan Housing Standards Minor Alteration to the London Plan.

Therefore from March 2016, policy 3.5C refers to table 3.3 as set out in the 2016 Housing Standards, which is set out in the table below. Policy 3.8B(c) of the London Plan relating to Housing Choice, from the 1 October should be interpreted as 90% of homes should meeting building regulations M4 (2), – ‘accessible and adopted dwellings’ Policy 3.8B(d) will require 10% of new housing to meeting building regulations M4 93) – ‘wheelchair user dwellings’. However, this does not generally apply to dwellings resulting from a conversion.

Table 3.3

Bedrooms	Bed spaces	Minimum GIA (sqm)			Built – in storage (sqm)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0

Notes to Table 3 3

1. * Where a one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.
2. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls¹ that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (m²).
3. The nationally described space standard sets a minimum ceiling height of 2.3 meters for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

Note that space less than 1.5m ceiling height cannot be counted for gross internal area unless used solely for storage. Please refer to the diagram labelled “Cross Section A-A” of Drawing No. 15488/10 Rev A. As seen here, part of the floorspace towards the front of the house on the loft level of the upper maisonette is below 1.5m. While this area can be used for storage purposes, and can be counted towards the total Gross Internal Area if used for storage, it is not counted otherwise. The total floorspace of the upper

maisonette, including the area under 1.5m is 58m². The area which is less than 1.5m high is 4m². Thus the habitable floorspace with a ceiling height greater than 1.5m for the upper floor maisonette is:

(Total Gross Internal Area) 58m² – (area under 1.5m high which can be used for storage) 4m² = 54m² floorspace greater than 1.5m² high

	Gross Internal Floor Area	Storage	Bedroom (national space standards)
Minimum Floor Area Required	2b 3p = 61 sqm 1b 2p = 58 sqm	2b 3p = 2.0 sqm 1b 2p = 1.50 sqm	Double (11.5sq m) Single (7.5 sqm)
Ground Floor Flat 2b 3p	66 sqm	0.5 sqm	12.6 sqm (double) 8.8 sqm (single)
Upper Floor Flat 1b 2p	58sqm	0 sqm dedicated (but 4m ² under 1.5m high which could be used for storage and counted in the gross internal floor area)	12.1 sqm (single)

The proposed conversion would result in 1 x 2 bedroom (3 person) flat on the ground floor and 1 x 1 bedroom (2 person) maisonette on the upper floors. The overall gross internal floor area of the units would meet the required standards, however inadequate storage is provided in both units. There is sufficient space to allow potential revisions which could address this issue in both units, however. A condition requiring amended plans for a revised layout including a minimum standard of storage space is therefore attached to this permission.

As part of the conversion of the existing dwellinghouse into two flats it is proposed to convert the existing loft space into a living room and a bathroom. Nationally described standards require a minimum of 2.3 metres ceiling height for a least 75% of the dwelling area, while Standard 31 of the London Plan Housing SPG strongly encourages a minimum 2.5m, so that the new housing is of adequate quality, especially in terms of light, ventilation and sense of space. Please note that the nationally described standard of 2.3m is required, while the additional 2.5m height in the London Plan is encouraged, but is not required. The ground floor flat provides a ceiling height of 2.46 metres throughout. The upper maisonette has a height of 2.39 metres on the first floor and 2.3 metres on the loft floor. The total floor space (with a ceiling height greater than 1.5m) is 54 m²: of this area, 4m² is between 2.3m – 1.5m high. The upper maisonette therefore provides a total of 50m² of floorspace at a ceiling height of 2.3-2.39 metres.

(Total Gross Internal Area) 58m² – (area under 1.5m high) 4m² = 54m²
54m² – (area under 2.3m high) 4m² = 50m² floorspace with a height of 2.3-2.39m

This equals 93% of the total habitable floor space – and thus is above the 75% required - and 60% of the living room (Note that the area under 1.5m high has already been

omitted from these figures). Although it does not meet the higher encouraged standards of the London Plan, the proposal does meet the nationally required minimum.

Subject to a condition requiring amended plans to provide adequate storage space, without compromising the minimum internal floor space and quality of the bedrooms and other habitable rooms, the proposal would accord with relevant local and national policies.

Future Occupier Amenity- Light, Outlook and Privacy

Both units are dual aspect, and all of the habitable rooms are provided with windows. Bathrooms on the ground floor flat do not have windows, but as they are not habitable, this is not considered inappropriate. The outlook from the smaller bedroom of the ground floor flat is somewhat limited and looks onto the planned space for one of the bins, but it is still acceptable as the use of the room is not a main habitable space comparable to a living room, and the bin could be re-located further away if desired. There is also a marginal overlap between this bedroom and the kitchen on the first floor, however as the proposal would be subject to Part E of building control regulations, noise and disturbance from this marginal overlap would be mitigated. Stacking between the units relative to the other rooms is satisfactory.

The proposal is therefore considered satisfactory with regard to the amenity and privacy of future occupiers.

Amenity Space

The proposal to convert the existing dwellinghouse into two flats would include the subdivision of the rear garden to allow access to amenity space for both flats. The details of the amenity spaces comply with paragraph 5.16 of the Residential Design Guide SPD, and the patio of the ground floor flat is not considered to be high enough to give rise to concerns of overlooking of the rearmost amenity area. Amenity space provided for the upper floor maisonette totals 78m² and that for the ground floor flat totals 88m², therefore are in compliance with Standard 26 of The London Plan's Housing SPG.

Forecourt Treatment

Hardsurfacing of the forecourt and the proposed new access would not be uncharacteristic of the area in themselves, however no soft landscaping appears to have been provided, contrary to paragraph 5.5 of the Residential Design Guide SPD and policies DM22 and DM26 of the Development Management policies. A condition requiring soft landscaping details to be approved prior to the occupation of the flats is therefore attached to this permission.

Bin Storage

The supporting documents and proposed plans provided indicate that the bins for each proposed flat would be stored either against the side elevation of the property, or to the rear (with level access to the front of the property). This is consistent with paragraph 5.8 of the Harrow Residential Design Guide SPD, and therefore would be satisfactory. A condition requiring bins to be maintained in this location at all times, other than on collection days, is attached to this permission.

In summary, whilst some minor issues have been noted above, these could be addressed via conditions with amendments to the submitted plans. The proposal would thus be considered to be in accord with the relevant policies of the development plan and the Council's adopted SPD: Residential Design Guide 2010, with regard to outlook

and potential disturbance to the smaller bedroom of the ground floor flat.

Residential Amenity

The proposal does not include any additional structures to the dwellinghouse itself. Existing flank windows would still serve the stairwell, so would not create any new concerns with regard to overlooking.

The proposed changes to the forecourt would be typical of similar neighbouring developments and would not impact amenity areas of neighbouring properties. To the rear, the proposed boundary treatments would consist of timber fencing 2.0 metres high along the boundary with neighbouring property no. 89, and to separate the designated amenity areas for the flat users. The recently built patio has been lowered to an acceptable height to avoid overlooking and loss of privacy, in particular with regard to no. 89.

Though it is acknowledged that the development would give rise to a marginal increase in the use of the premises with two households rather than one, movements and associated disturbance would remain residential in nature and any increase in activity around the premises would be minor and would not cause unreasonable disturbance to neighbouring occupiers.

Sufficient amenity space has been provided for each of the proposed units. Amenities for the occupiers of the subject dwelling, as detailed in section 1, are satisfactory.

In summary, the development would accord with development plan policies in respect of amenity.

Accessibility

Core Policy CS1.K of the Harrow Core Strategy and Policies 3.8, 7.1 and 7.2 of The London Plan (2015) require all new housing to be built to Lifetime Homes Standards. This has been replaced by New National Standards which require 90% of homes to meet Building regulation M4 (2) - 'accessible and adaptable dwellings'.

Although two parking spaces are proposed, such an arrangement would not allow for accessible use for disabled persons. Reducing this to one space as per the Highways Authority recommendation would allow this to be accommodated as an accessible / disabled space, with a width no less than 3.3m, if needed. The ground floor flat has level access, and may potentially be adaptable for some accessible use.

A condition has been attached to ensure that the proposed dwellings will meet regulation M4 (2) of the Building Regulations which would secure an appropriate standard for future occupiers and make the units accessible to all. Given some of the details shown in the submitted drawings, such as widths of proposed doorways, compliance with regulation M4(2) may require further minor amendments to the proposed plans.

Traffic and Parking

The proposal includes the provision of a new vehicle access and two car parking spaces, as well as two cycle brackets, in the front forecourt. The highways officer has not raised any potential issues with the vehicle crossover, although this would require a separate application to the Highways Authority.

The highways officer has indicated that it would be just possible to accommodate two

cars within the proposed forecourt space, however this would not allow for use as disabled parking. As one car parking space is required in this case under The London Plan (2015) maximum parking standards, and this would be more comfortably accommodated than two, it is recommended to provide one space only.

It is acknowledged that parking availability is poor in this location; and that the area has a relatively low PTAL rating. However, given the maximum number of potential occupiers, the intensity of use with regard to traffic would be relatively comparable to that of a single family household with multiple cars. Furthermore, this would still provide an increase in off-street parking from that available at present. It is therefore considered that the proposal would not result in impacts sufficient to merit refusal with regard parking issues.

Although two cycle brackets are provided, three secure cycle storage spaces would be required to comply with The London Plan standards. Furthermore, the cycle storage is not sheltered as per standard 21 of The London Plan's Housing SPD.

A condition requiring an amended parking plan showing three secure sheltered cycle storage units, and reducing the proposed car parking to one space capable of accommodating disabled use, to be submitted and approved in writing prior to the occupation of the units, is attached.

Development and Flood Risk

The site is located in a critical drainage area and surface water flood risk zone. The development would result in additional hardsurfacing in the forecourt area, however this has been confirmed to be permeable, which is considered to be satisfactory by drainage officers. As the site is located within a Critical Drainage Area, sustainable urban drainage [SUDs] is encouraged. An informative regarding SUDs is attached to this effect.

Equalities Implications

Section 149 of the Equalities Act 2010 places obligations on local authorities with regard to equalities in decision making. It is considered that this application does not raise any equality implications or conflict with development plan policies in this regard.

S17 Crime & Disorder Act

It is considered that the proposed development would not adversely impact upon community safety issues or conflict with development plan policies and relevant legislation in this regard.

Consultation Responses

Response to other issues raised by 83 Sandringham Crescent:

- *Enough flats already existing on the street:* See section 1 regarding principle of the development (housing mix). It has been confirmed that 4 properties on Sandringham Crescent have been converted to flats.
- *More flats would bring down the value of homes:* Speculation of property prices is not a material planning consideration
- *Additional flats will exacerbate parking situation:* See section 5 for parking considerations
- *Two car parking spaces and cycle shed cannot be accommodated within the space available:* See section 5 for parking considerations

- *Unemployment statistics are high:* Unemployment statistics are not relevant to the application or a material planning consideration.
- *Instances of bad neighbours:* Not a material planning consideration. Future potential occupiers cannot be discriminated against or punished on the basis of real or perceived undesirable behaviour by others.

Response to other issues raised by petition (dated 12-4-16) from residents of Sandringham Crescent:

- *Believe application should be rejected on the basis that flats would drastically change the character of the street as a small, quiet, and neighbourly place:* No substantive evidence is apparent that the proposal would, in itself, have significant impacts on the character of the area. Characterisation of peoples on the basis of tenure type is not supported by substantive evidence, and would be discriminatory.
- *Demand for parking in Sandringham Crescent is high, development would likely result in further increases in parking demand:* See section 5 for parking considerations.
- *Plans for 2 off-street parking spaces do not seem achievable in the space available:* See section 5.
- *Proposal would give rise to further flat developments:* Precedents of other conversions in the area are not normally a consideration in applications for conversions of existing houses to flats, as demonstrated by this application. No substantive evidence is apparent that granting this application will influence future similar applications.

CONCLUSION

The development would add to the housing provision and choice within the borough and would have a satisfactory impact on the character and appearance of the property and the area. Furthermore, the development would not unduly impact on the amenity of the neighbouring occupiers, and would result in a net increase in off-street parking.

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

CONDITIONS

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

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

2 Save where modified by other planning conditions comprising this permission, the development hereby permitted shall be carried out in accordance with the following approved plans: 15488/09; 15488/10 Rev A; Design & Access Statement; Flood Risk Assessment

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

3 Notwithstanding the details shown on the approved plans, the development hereby approved shall not be occupied until revised plans of the layout of the flats and forecourt showing the following:

- i. a minimum of storage space in each unit, in accordance with the London Plan standards as set out in this report, and without compromising the minimum internal

- floor space and quality of habitable rooms, in particular bedrooms;
- ii. one (1) parking space in the forecourt, of a width and design able to accommodate disabled use
- iii. provision of three (3) cycle parking spaces in secure and sheltered storage
- iv. a revised scheme of hard and soft landscape works in the forecourt, which shall include details for boundary treatments. Soft landscape works shall include: planting plans, and schedules of plants, noting species, plant sizes and proposed numbers / densities.

have been submitted to and approved in writing by the Local Planning Authority. The proposed scheme shall therefore be implemented in accordance with the approved plans and retained as such thereafter.

REASON: To provide minimum adequate internal storage, cycle storage and parking facilities, and to safeguard the appearance and character of the area, and enhance the appearance of the development, in accordance with policies 3.5 and 3.8 of The London Plan (2015), policies CS1.B and CS1.K of the of the Harrow Core Strategy (2012), policies DM 1, DM 22, and DM 26 of the Development Management Policies Local Plan (2013), the adopted (London Plan) Supplementary Planning Guidance: Housing (2016), the Minor Alterations to the London Plan: Housing Standards (2016), and the adopted Harrow Supplementary Planning Document: Residential Design Guide (2010)

Details are required prior to the occupation of the development as the approval of details beyond this point would be likely to be unenforceable.

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

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

5 The development hereby permitted shall be constructed to the specifications of: "Part M, M4 (2), Category 2: Accessible and Adaptable Dwellings" of the Building Regulations 2013 and thereafter retained in that form.

REASON: To ensure that the development is capable of meeting 'Accessible and Adaptable Dwellings' standards in accordance with policies 3.5, 3.8 7.1, and 7.2 of The London Plan, policy CS1.K of The Harrow Core Strategy (2012) and policies DM1 and DM2 of the Development Management Policies Local Plan (2013), and the adopted Supplementary Document: Accessible Homes (2010).

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

REASON: To safeguard the appearance of the locality, as required by policy DM45 of the Harrow Development Management Policies Local Plan (2013).

INFORMATIVES

1 The following policies are relevant to this decision:

The National Planning Policy Framework (2012)

The London Plan 2015:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture

The Harrow Core Strategy 2012:

- CS1.B Local Character
- CS1.I, CS1.K Housing
- CS1.R Transport

Harrow Development Management Policies Local Plan 2013:

- DM1 Achieving a High Standard of Development
- DM2 Achieving Lifetime Neighbourhoods
- DM10 On Site Water Management and Surface Water Attenuation
- DM22 Trees and Landscaping
- DM 24 Housing Mix
- DM26 Conversion of Houses and other Residential Premises
- DM27 Amenity Space
- DM42 Parking Standards

Adopted Supplementary Planning Documents

- London Plan Housing Supplementary Planning Guidance (2016)
- Minor Alterations to the London Plan: Housing Standards (2016)
- Supplementary Planning Document: Residential Design Guide (2010)
- Supplementary Planning Document: Accessible Homes (2010)

2 INFORM23M: Considerate Contractor Code of Practice

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

3 INFORM32M: The Party Wall etc Act 1996

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

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

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

"The Party Wall etc. Act 1996: Explanatory booklet" is available free of charge from:
Communities and Local Government Publications, PO Box 236, Wetherby, LS23 7NB

Please quote Product code: 02 BR 00862 when ordering

Also available for download from the CLG website:

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

Tel: 0870 1226 236 Fax: 0870 1226 237

Textphone: 0870 1207 405

E-mail: communities@twoten.com

4 INFORM_PF2: Grant without pre-app

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

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

5 SUDS: Sustainable Urban Drainage

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

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

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

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

The applicant can contact Harrow Drainage Section for further information.

6 INFORM54M Permeable Paving Guidance

Note: guidance on permeable paving has now been published by the Environment Agency

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

7 INFORM_65 - Homeowner liable for damage to highway

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

8 INFORM51M: Compliance with Conditions

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

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

9 A yellow Site Notice relating to this planning application describing the development and alerting interested parties of the development has been placed in the vicinity of the application site. You should now REMOVE this Site Notice.

10 Harrow Council is responsible for the naming and numbering of new or existing streets and buildings within the borough boundaries. The council carries out these functions under the London Government Act 1963 and the London Building Acts (Amendment) Act 1939.

All new developments, sub division of existing properties or changes to street names or numbers will require an application for official Street Naming and Numbering (SNN). If you do not have your development officially named/numbered, then then it will not be officially registered and new owners etc. will have difficulty registering with utility companies etc.

You can apply for SNN by contacting technicalservices@harrow.gov.uk or on the following link.

http://www.harrow.gov.uk/info/100011/transport_and_streets/1579/street_naming_and_numbering

Plan Nos: 15488/09; 15488/10 Rev A; Design & Access Statement; Flood Risk Assessment

87 SANDRINGHAM CRESCENT, HARROW



© Crown copyright and database rights 2012 Ordnance Survey 100019206
 DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2010)
 Cities Revealed® aerial photography copyright The GeoInformation® Group, 2010



ITEM NO: 2/07

ADDRESS: JOHN LYON SCHOOL, MIDDLE ROAD, HARROW

REFERENCE: P/1020/16

DESCRIPTION: MODIFICATION TO SECTION 106 PLANNING OBLIGATION RELATING TO PLANNING PERMISSION WEST/695/94/FUL DATED 23RD JUNE 1995 (PRINCIPAL AGREEMENT) TO INCREASE THE NUMBER OF PUPILS ON ROLL FROM 525 TO 710 (PREVIOUSLY MODIFIED BY DEED OF VARIATION DATED 24.09.2007

WARD: HARROW ON THE HILL

APPLICANT: THE KEEPERS & GOVERNORS OF THE FREE GRAMMAR SCHOOL

AGENT: GATELEV PLC

CASE OFFICER: CATRIONA COOKE

EXPIRY DATE: 26/04/2016

RECOMMENDATION

APPROVE modification to the principal Section 106 Agreement dated 23rd June 1995 relating to the limitations of students numbers subject to the completion of a Deed of Variation. Authority to be given to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the sealing of the Deed of variation and to agree any minor amendments to the conditions or the legal agreement. The Deed of Variation would cover the following matters:

1. Under Second Schedule, paragraph 2 replace the limit on pupil numbers 525 (previously modified by deed of variation dated 24.09.2007 to 600 pupils) with 710.
2. To submit to the Council on an annual basis a plan indicating credible gradual improvement in the School Travel Plan [STP] performance.
3. The School to achieve a STP capable of Gold Status within 4 years.
4. Enhanced Travel Plan Enforcement
5. Payment of reasonable Legal Fees in the preparation of the legal agreement.

INFORMATION

This application is reported to the Committee as the Council has received a number of objections to the application, and it is in the opinion of the Divisional Director of Planning Services that the application is of significant public interest. It therefore falls outside of proviso E of the Scheme of Delegation.

This application was deferred from the 25th of May 2016 Planning Committee to allow adequate time for the consultees, the public and the Local planning Authority to consider the additional information which was submitted by the applicant.

Statutory Return Type: Other
Council Interest: None
Gross Floorspace: n/a
Net additional Floorspace: n/a
GLA Community Infrastructure Levy (CIL) Contribution (provisional): n/a

Site Description

- The application site comprises several School buildings located on the top end of Middle Road (both sides).
- The School provides secondary level education for boys between 11 to 18 years of age.
- The site is bounded by residential development to the east, south and west and by Metropolitan Open Land to the North.
- The site is located within Roxeth Hill Conservation Area and Harrow on the Hill Area of Special Character.

Proposal Details

- The application proposes to increase the number of pupils for full time education from its current roll of 600 to 710 pupils.
- The expansion would be undertaken within the demise of the existing buildings on the School site.

Revision to current application

- Submission of a Transport Assessment
- Revision to the Schedule of modifications to enable enforcement of the School Travel Plan.

Revisions to Previous Application

- N/A

Relevant History

The site has an extensive planning history. However, the following applications are most relevant to this current application:

WEST/695/94/FUL

Part single storey, 2, 3 and 4 storey building to provide sports hall, swimming pool and library and ancillary areas alterations to existing building and parking.

GRANTED : 26-JUN-95

P/3995/13 (Land Rear of 76 West Street, Harrow, Middlesex HA1 3HB)

Use of vacant land at rear as car park (sui generis); new railings to front car park

GRANTED : 31-JUL-2014

P/4247/14 - Modification to section 106 planning obligation relating to planning permission WEST/695/94/FUL dated 23rd June 1995 (principal agreement) to increase the number of pupils on roll from 525 to 710 (previously modified by deed of variation dated 24.09.2007

REFUSED : 24/02/2015

Reason for Refusal

1. The proposed modification to the principal Section 106 Agreement dated 23rd June 1995, as varied by the deed of variation dated 24th September 2007, relating to the limitations of students numbers, would result in an unacceptable level of noise,

disturbance and traffic movements, to the detriment of the residential amenities in Middle Road, Lower Road, Byron Hill Road, Crown Street, Chartwell Place, Clonmel Close and surrounding areas, contrary to policy 7.15 of The London Plan (2011) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

Applicant Submission Documents

- Schedule of Modifications Application one – February 2016 and updated May 2016
- Supporting Statement – February 2016
- The John Lyon School Travel Plan 2015
- Traffic Flow and Parking Survey Analyses – February 2016
- Transport Assessment- May 2016
- Noise Impact Assessment – February 2016
- Planning Report in Respect of Amenity – February 2016

Consultations

Highways Authority:

The Travel Plan is approved as it would meet Harrow's and Transport for London (TFL) criteria.

Harrow on the Hill Trust:

The Trust finds it difficult to understand what is going on. There are three separate applications. One talks of increase to 710, another of an increase to 660. They all talk of an 'enhanced travel plan', two talk of an 'enforcement mechanism' the third doesn't. One talks of 'Star Performance Management' the other two don't.

The unfortunate effect of this plethora of applications is it leads to lack of confidence in any of them.

The main traffic problem, as the residents know, is created by pupils in their last year or so driving their own cars to school and parking on adjacent streets. The problem gets worse through the school year as an increasing number of pupils reach the age at which they have passed the driving test. At a meeting at the school last autumn, i.e at the beginning of the school year, the School indicated that it could solve this problem, but we are not yet into the Summer Term. It seems a trifle early from the residents' point of view to reply on these assurances. Indeed the suspicious might think that the School wanted to get the applications in and approved before the Summer Term arrived and the assurance could be checked.

The applications have two substantially different target numbers, one for a ten percent increase, others for an eighteen percent increase. This attitude of "let's try it on and see what happens" permeates this bunch of applications, so much that, however much may wish the school well, we must ask that this portfolio of application is refused and the position sorted out.

Byron Hill Residents' Association:

There is still "daily chaos" notwithstanding the traffic marshalling.

The Bellamy Roberts report is flawed in relevant respects.

The School should not have submitted further applications without there being any reduction in noise disturbance and traffic movement in the locality.

Advertisement

General Notification

Posted: 17.03.2016

Expired: 07.04.2016

Notifications

Sent: 131

Replies: 26

Expiry: 29/03/2016

Second Notification (amended details):

Sent: 131

Replies: 2 plus Petition of 179 Signatures

Expiry: 25/05/2016

Addresses Consulted

1 - 4 Ortygia Lower Road, Harrow, HA2 0DA
Flat 1 – 4, Roxeth Mead, Chartwell Place, Harrow, HA2 0HF
Roxeth Mead, Chartwell Place, Harrow, HA2 0HF
1 – 7 Chartwell Place, Harrow, HA2 0HE
12, 14, 14a, 20, 20a, 22, 24, 26, 28, Lower Road, Harrow, HA2 0DA
29, 29a, Lower Road, Harrow, HA2 0DE
Flats 1 – 3, 12 Lower Road, Harrow, HA2 0DA
29, 31, Middle Road, Harrow, HA2 0HW
60, 60a, 62, 62a, 64, 66, 68, Middle Road, Harrow, HA2 0HL
32 – 40 Byron Hill Road, Harrow, HA2 0HY
23, 29, 31, 32, 34, 36, Byron Hill Road, Harrow, HA2 0JD
1 – 9 Chartwell Place, Harrow, HA2 0HE
1 – 14 Greville House, Lower Road, Harrow, HA2 0HB
48 Crown Street, Harrow, HA2 0HR
50 – 60 Crown Street, Harrow, HA2 0HR
55 – 65 Crown Street, Harrow, HA2 0HX
Byron House, Clonmel Close, Harrow, HA2 0JZ
The Penthouse, The Garden House, and 1 – 3 Clonmel Close, Harrow, HA2 0JZ
Street Record, Clonmel Close, Harrow
1 – 3 Clonmel Close, Harrow, HA2 0JZ
The Garden House, 4 Clonmel Close, Harrow, HA2 0JZ
1 – 15 Pavilion Lodge, Lower Road, Harrow Council
15 West Street, HA1 3ED
Roxeth Mead School, 25 Middle Road, Harrow, HA2 0HW
Harrow School Cricket Ground South Side, West Street, Harrow.
Cricket Field Cottage, Middle Path, Middle Road, Harrow, HA2 0HP
Charmouth, Middle Path, Middle Road, Harrow, HA2 0HP
Welsh Congregationalist Church, Lower Road, Harrow, HA2 0DE
First Floor Flat, and White Horse Public House, 50 Middle Road, Harrow, HA2 0HL
Red house And School Buildings, Middle Road, Harrow, HA2 0HW
2a, Ortygia, Lower Road, HA2 0DA

Summary of Responses

- Car has been “bashed and scraped on two separate occasions” coinciding with increased parental activity e.g. parents’ evenings.
- The Hill is an environment of narrow streets – not comparable to the Avanti House

School area.

- To increase pupil numbers will increase traffic, litter and noise pollution.
- Would the School be prepared to offer resident's parking on the School site during parents' evenings /School events?
- Parking – severe shortage.
- Congestion – Middle Road has two Schools in it.
- Consultants are not familiar with the area – Middle Road is subject to 20 mph not 30 mph. They fail to consider the effects and not just the impacts.
- The School is a “quart in a pint pot”.
- Parents will still drop off pupils on Byron Hill Road irrespective of the travel plan.
- Concerned about increased traffic and parking – a complete re-think is necessary – the School has land which could accommodate this type of facility
- Clonmel Close/Byron Hill Road is sandwiched between 3 Schools ...and there are office premises ...All of which contribute to excessive traffic and parking problems
- Gridlock is created by parents in the morning peak.
- The one way system is not enforced and pupils parking all day is a problem not prevented by the School.
- The plans promise to address two major problems that so far JLS have failed singularly to do
- I have no objection per se to increasing numbers
- Noise – traffic movements figure is flawed as it ignores additional staff – all traffic movements are noise events worsening residential amenity.
- Traffic – the School causes 641 traffic movements over the “Peak two morning and afternoon”. An increase in pupil numbers to 710 would cause an additional 118 traffic movements.
- There ought to be parking data for 0930 to 1545 hours.
- JTS Report – this is a series of unjustified opinions.
- There are no free parking spaces as Bellamy Roberts suggest however.
- Middle Road cannot cope.
- Parents from John Lyon park on double yellow lines whilst waiting to collect their sons.
- Outside the Cricket Montessori School, the vast number of vans to transport the boys are left running.
- The School has no intention of doing anything to alleviate the already unacceptable congestion.
- The proposal will cause chaos.
- The School should only be allowed to increase number “if they can provide ample car parking space within their grounds along with clear access to that parking and off-road drop-off zones”.
- The traffic flow and parking survey analysis is inaccurate/misleading.
- Gridlock (which already exists at certain times of the day) will make it impossible for any emergency vehicles to have access to any parts of Harrow-on-the-Hill for far longer periods of time.
- In 1995, the original s106 agreement was signed limiting pupil number to 525. Documentation from the planning committee meeting that approved the variation to the s106 in 2004 referred to “a clear sanction in that if (traffic) reductions are not achieved, the numbers would revert back to these previously approved”. This did not happen.
- Traffic has become intolerable.
- The applications rely on the School's own data from 2013 and 2014, both of which “significantly breach what was supposed to be the base line figure of 175 car

journeys”.

- HLBC and TJLS have undertaken to monitor the situation on an annual basis, but this has not taken place.
- It is disingenuous to believe that the increase in traffic will be marginal, and that no further building work will be required.
- Independent evidence is needed that the School can maintain the base line figure of 175 car journeys for at least 2 years before any increase in pupils can be considered.
- Trying to leave premises for those living in Lower Road is almost impossible to ask due to parents using scarce parking facilities to pick up or to leave their sons from the school.
- Parents park without respect / consideration, including trespassing on their premises. The School should move to another area.

APPRAISAL

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

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

In this instance, the Development Plan comprises The London Plan 2015 [LP], 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 [SALP].

MAIN CONSIDERATIONS

Principle of the Development (Modification) and Impact on Traffic and Parking

Equalities Impact

S17 Crime & Disorder Act

Consultation Responses

Principle of the Development (Modification) and Impact on Traffic and Parking

Paragraph 72 of the National Planning Policy Framework (2012) sets out 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. It goes on to state that the LPA’s should give great weight to the need to create, expand or alter schools and work with schools promoters to identify and resolve key planning issues before applications are submitted.

Policy 3.18C of The London Plan (2011) will support development proposals which enhance education and skills provision, which includes new build, expansion of existing facilities or change of use to educational purposes. This is further emphasised under policy DM46 of the Development Management Policies Local Plan (2013). Policy DM43 in the case for major development sites will require a Transport Assessment to be undertaken. It goes on to state that any impact identified in the Transport Assessment should be mitigated through the implementation of Travel Plans which should include the desirability of achieving modal shift away from private car use towards sustainable modes of transport.

The principal planning agreement dated 23 June 1995 (WEST/695/94/FUL) imposed a student number limitation of 525. This principal agreement was subsequently modified by a deed of variation dated 24 September 2007 to increase the number of students on roll to 600. This deed of variation now seeks to modify the deed further by increasing the number of students on roll to 710.

Alongside this proposed expansion, the School will be aiming to achieve a higher status for sustainable transport and travel arrangements for all its pupils in accordance with the 'Sustainable Travel: Active Responsible, Safe' (STARS) programme administered by TFL. It is noted that the John Lyon School has been awarded a bronze STARS status in July 2014. The School's current roll for this academic year (according to the accompanying Planning Statement) is 585, which is below the maximum threshold of 600.

As part the obligations set out under the 2007 deed of variation, the School was required to submit a travel plan prior to the implementation of the modification. The Council's records show that such a Travel Plan had indeed been submitted by the School which was subsequently approved by the Council's Travel Plan Officer. Whilst there was no further obligation under the deed of variation dated 24 September to 2007 to provide an annual updated Travel Plan to the Council for monitoring purposes, the School has on an ad-hoc basis submitted further Travel Plans in 2010, 2012 and 2014 (in addition to the original 2007 Travel Plan).

The current proposal to vary the legal agreement to increase pupil numbers would introduce a number of mechanisms to mitigate the proposed uplift in pupil numbers and consequent impacts on the surrounding area. It includes the following measures:

- Requirement to comply and fully implement the travel plan;
- pay a contribution towards local highway network measures in the event of a breach
- maintain in-post a Travel Plan Coordinator
- use reasonable endeavours to ensure that the Travel Plan is complied with and that each of the targets contained in the Travel Plan are met
- to carry out a baseline travel survey with all pupils and staff within 6 months
- revise the School Travel Plan in light of the travel survey and relevant consultation and resubmit the School Travel Plan to the Council and obtain approved to the same from the Council within the same academic year
- express requirement for annual community engagement
- carry out annual monitoring in accordance with Transport for London's standardised approach to monitoring within the same calendar month as the travel survey.

It is noted that the John Lyon School is a fee paying school and therefore, its selection criteria is not based on local catchment but on the basis of individual academic ability and potential. As such, a large proportion of its student population travel to and from the School by use of some form of transport mode rather than walking. It is acknowledged that local residents have raised strong concerns in terms of traffic generation during drop off and pick up period. Residents have also raised concern with older students driving to school and parking on local roads. This is recognised by the School and they are actively seeking though the implementation of a more enhanced and robust Travel Plan to reduce journeys to and from School by car and seeking to encourage more sustainable modes of travel. The School is actively working with Parents and Students to move towards more sustainable modes of transportation. Whilst inevitability there will still remain some form of car dominance given that a large proportion of Students are not from the local area.

It is also noted that local residents have raised concerns with regard to the implementation of the past Travel Plans and the various commitment made by the School to tackle parking and congestion in the nearby road. Reference has also been made with regard to the meetings of the development management meeting held in May 2004 which states that should the traffic generation is not significantly reduced over the 5 year period then the School would agree to phased reduction over a further 3 years back to the agreed level of 525. The formal deed of variation was issued over 3 years from the date of this meeting and on the basis that the annual Travel Plans being submitted by the School showed an improvement to the traffic and adherence to the Travel Plan. It is noted that there was no such clause within the signed deed of variation that required the reversion of the roll numbers to 525 over a phased period.

In addition to the above the School has in place a dedicated school bus service, which is funded by the school and operated by Brent Community Transport and has six routes operating. The site is well serviced by TFL Bus Services and within walking distance of South Harrow Underground Station and Harrow on the Hill Station.

The proposed expansion would be limited to only increasing the student number limit and putting in place an appropriate Travel Plan framework. There is no proposal for further building work on this site to accommodate this expansion. This will be met through the reorganising of the existing internal layout of the buildings on the site which do not require permission.

The applicant has submitted a an updated Travel Plan for the proposed school expansion (2015 version), which takes its baseline figures from the 2014 version and sets out the new objectives and targets to move towards a more sustainable mode of transportation. These include the aim to reduce the student car travel by 2% by March 2016, aim to increase the percentage of student parking and striding by 1% by March 2016 and the aim to increase the percentage of children cycling to and from the school by 1% by March 2016. Whilst it is noted that the highest percentage of students travel to School by car, it is considered that the School's objective to reduce travel by car and move towards more sustainable modes of travel can be achieved through a more pro-active partnership between the School and the Council though the annual monitoring of the Travel Plan, which would be secured under this deed of variation.

In addition to the above, the School has submitted a Travel Plan Programme – Gradual Improvement Plan which sets out the keys tasks that the School will undertake to reduce the numbers of students arriving by car and reducing traffic/ congestion on nearby residential roads.

The School, as part of the firm commitment to reduce car dependency and traffic movement in the locality, would enter into a modified deed of variation which would include a clause requiring the school to achieve Gold STARS Status within four years. The School has achieved bronze STARS status which required the school to reduce both single occupancy car travel and car share by 2%. In 2015 car travel to the school was at 45%. In 2016, car travel is at 35% which equates to a reduction of 60 vehicles driving to the school. If the school were to achieve Gold level accreditation, this would involve the delivery of more than double the number of activities and initiatives. We would expect a further reduction of in car travel of at least a further 6% - likely bringing the level of car travel to 29%. The average reduction for Gold level travel plans across London is 11%, but in reality this can be much higher depending on certain factors, such as the school's commitment. John Lyon School has already embedded sustainable travel activities into

the school and as a result has achieved a 10% reduction in car use. The School Travel Plan Officer is confident that in achieving Gold, the school would see a further drop in car use to a maximum of 30% as shown in the table below.

Travel plan year	No. pupils	Single occupancy car use	Car sharing	Total level of car travel to the school	Actual number of cars travelling to the school
2014	600	38%	7%	45%	270
2015	600	37%	8%	45%	270
2016	600	30%	5%	35%	210
By 2020	710	24%	5%	29%	206

On balance then, whilst taking note of local resident's existing frustration with the existing traffic and parking situations, it is considered that an enhanced Travel Plan would see the reduction in car reliance over time and a move towards more sustainable travel options. The proposed expansion in school population is considered acceptable with regards to the above stated policies, subject to the completion of the deed of variation in line with the obligations set out above. The proposal is therefore considered acceptable.

Equalities Impact

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

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

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. The equality impacts of this application have been assessed and have been found to be in conformity to Section 149.

S17 Crime & Disorder Act

Policies 7.3.B and 7.13.B of The London Plan and policy DM2 of the DMP require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal.

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

Consultation Responses

- Car has been "bashed and scraped on two separate occasions" coinciding with increased parental activity e.g. parents' evenings.
- The Hill is an environment of narrow streets – not comparable to the Avanti House School area.
- To increase pupil numbers will increase traffic, litter and noise pollution.
- Would the School be prepared to offer resident's parking on the School site during parents' evenings /School events?

- Parking – severe shortage.
- Congestion – Middle Road has two Schools in it.
- Consultants are not familiar with the area – Middle Road is subject to 20 mph not 30 mph. They fail to consider the effects and not just the impacts.
- The School is a “quart in a pint pot”.
- Parents will still drop off pupils on Byron Hill Road irrespective of the travel plan.
- Concerned about increased traffic and parking – a complete re-think is necessary – the School has land which could accommodate this type of facility
- Clonmel Close/Byron Hill Road is sandwiched between 3 Schools ...and there are office premises ...All of which contribute to excessive traffic and parking problems
- Gridlock is created by parents in the morning peak.
- The one way system is not enforced and pupils parking all day is a problem not prevented by the School.
- The plans promise to address two major problems that so far JLS have failed singularly to do
- I have no objection per se to increasing numbers
- Noise – traffic movements figure is flawed as it ignores additional staff – all traffic movements are noise events worsening residential amenity.
- Traffic – the School causes 641 traffic movements over the “Peak two morning and afternoon”. An increase in pupil numbers to 710 would cause an additional 118 traffic movements.
- There ought to be parking data for 0930 to 1545 hours.
- JTS Report – this is a series of unjustified opinions.
- There are no free parking spaces as Bellamy Roberts suggest however.
- Middle Road cannot cope.
- Parents from John Lyon park on double yellow lines whilst waiting to collect their sons.
- Outside the Cricket Montessori School, the vast number of vans to transport the boys are left running.
- The School has no intention of doing anything to alleviate the already unacceptable congestion.
- The proposal will cause chaos.
- The School should only be allowed to increase number “if they can provide ample car parking space within their grounds along with clear access to that parking and off-road drop-off zones”.
- The traffic flow and parking survey analysis is inaccurate/misleading.
- Gridlock (which already exists at certain times of the day) will make it impossible for any emergency vehicles to have access to any parts of Harrow-on-the-Hill for far longer periods of time.
- In 1995, the original s106 agreement was signed limiting pupil number to 525. Documentation from the planning committee meeting that approved the variation to the s106 in 2004 referred to “a clear sanction in that if (traffic) reductions are not achieved, the numbers would revert back to these previously approved”. This did not happen.
- Traffic has become intolerable.
- The applications rely on the School’s own data from 2013 and 2014, both of which “significantly breach what was supposed to be the base line figure of 175 car journeys”.
- HLBC and TJLS have undertaken to monitor the situation on an annual basis, but this has not taken place.
- It is disingenuous to believe that the increase in traffic will be marginal, and that no

further building work will be required.

- Independent evidence is needed that the School can maintain the base line figure of 175 car journeys for at least 2 years before any increase in pupils can be considered.
- Trying to leave premises for those living in Lower Road is almost impossible to ask due to parents using scarce parking facilities to pick up or to leave their sons from the school.
- Parents park without respect / consideration, including trespassing on their premises. The School should move to another area.

Officer Response

The representations received can generally be summarised as related to three main themes: 1) issues relating to highway convenience and parking availability in the surrounding area currently; 2) inconsiderate parking in the surrounding area; 3) whether the proposed measures can be implemented and enforced properly.

Each of these points is reasonable and fair. The baseline situation is material to this application. However, the test of appropriateness for this application in relation to surrounding impacts is whether the development would have a neutral or enhance effect on the surrounding area. Even if effects are worse than neutral on the surrounding area, the LPA must consider the application in the planning balance, and acknowledge that an uplift in the number of pupils who could use the school is a positive in terms of provision of school places in the Borough. This positive impact must be weighed against any negative impact on the surrounding area, if there is one.

In assessing the impact of development on the surrounding road network, officers have robust and critically analysed the information provided and the mechanisms that would be secured, which are not currently available. The proposed deed of variation would introduce a suite of measures not currently available intended to improve and reduce the level of car dependency for access to the school as well as introduced robust and express punitive measures to discourage any failure to deliver the targets set out. Officers consider that the approach is fair, reasonable and achievable. It would therefore achieve a neutral or better impact on the surrounding area. Even if it would not, any adverse impact in comparison with the existing situation would only be short-lived as the punitive mechanisms within the revised legal agreement could be enforced. The mechanisms proposed are wholly appropriate, proportionate and deliverable. For these reasons, and coupled with the benefits associated with the additional provision of school places, officers are recommending that the application be granted.

CONCLUSION

Having regard to the policies and proposals in the NPPF, The London Plan 2015, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, it is considered that the impact of the proposed increase in pupil numbers in terms of traffic generation and parking can be mitigated through the provision of an enhanced Sustainable Travel Plan working towards a Transport for London Gold Status and associated traffic mitigation measures.

INFORMATIVES

1 The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (2015):

Policies 3.18, 6.3, 6.9, 6.13, 7.1, 7.2, 7.3, 7.13

The Harrow Core Strategy (2012)
Core Policies CS1

Development Management Policies Local Plan (2013)
Policies DM2, DM43, DM46

Plan Nos: Schedule of Modifications Application one – February 2016 and updated May 2016; Supporting Statement – February 2016; The John Lyon School Travel Plan 2015; Traffic Flow and Parking Survey Analyses – February 2016; Transport Assessment- May 2016; Noise Impact Assessment – February 2016; Planning Report in Respect of Amenity – February 2016



ITEM NO: 2/08

ADDRESS: JOHN LYON SCHOOL, MIDDLE ROAD, HARROW

REFERENCE: P/1014/16

DESCRIPTION: MODIFICATION TO SECTION 106 PLANNING OBLIGATION RELATING TO PLANNING PERMISSION WEST/695/94/FUL DATED 23RD JUNE 1995 (PRINCIPAL AGREEMENT) TO INCREASE THE NUMBER OF PUPILS ON ROLL FROM 525 TO 660 (PREVIOUSLY MODIFIED BY DEED OF VARIATION DATED 24.09.2007

WARD: HARROW ON THE HILL

APPLICANT: THE KEEPERS & GOVERNORS OF THE FREE GRAMMAR SCHOOL

AGENT: GATELEV PLC

CASE OFFICER: CATRIONA COOKE

EXPIRY DATE: 26/04/2016

RECOMMENDATION

APPROVE modification to the principal Section 106 Agreement dated 23rd June 1995 relating to the limitations of students numbers subject to the completion of a Deed of Variation. Authority to be given to the Divisional Director of Planning in consultation with the Director of Legal and Governance Services for the sealing of the Deed of variation and to agree any minor amendments to the conditions or the legal agreement. The Deed of Variation would cover the following matters:

1. Under Second Schedule, paragraph 2 replace the limit on pupil numbers 525 (previously modified by deed of variation dated 24.09.2007 to 600 pupils) with 660.
2. To submit to the Council on an annual basis a plan indicating credible gradual improvement in the School Travel Plan [STP] performance.
3. The School to achieve a STP capable of Gold Status within 4 years.
4. Enhanced Travel Plan Enforcement
5. Payment of reasonable Legal Fees in the preparation of the legal agreement.

INFORMATION

This application is reported to the Committee as the Council has received a number of objections to the application, and it is in the opinion of the Divisional Director of Planning Services that the application is of significant public interest. It therefore falls outside of proviso E of the Scheme of Delegation.

This application was deferred from the 25th of May 2016 Planning Committee to allow adequate time for the consultees, the public and the Local planning Authority to consider the additional information which was submitted by the applicant

Statutory Return Type: Other
Council Interest: None

Gross Floorspace: n/a

Net additional Floorspace: n/a

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

Site Description

- The application site comprises several School buildings located on the top end of Middle Road (both sides).
- The School provides secondary level education for boys between 11 to 18 years of age.
- The site is bounded by residential development to the east, south and west and by Metropolitan Open Land to the North.
- The site is located within Roxeth Hill Conservation Area and Harrow on the Hill Area of Special Character.

Proposal Details

- The application proposes to increase the number of pupils for full time education from its current roll of 600 to 660 pupils.
- The expansion would be undertaken within the demise of the existing buildings on the School site.

Revision to current application

- Submission of a Transport Assessment
- Revision to the Schedule of modifications to enable enforcement of the School Travel Plan.

Revisions to Previous Application

- N/A

Relevant History

The site has an extensive planning history. However, the following applications are most relevant to this current application:

WEST/695/94/FUL

Part single storey, 2, 3 and 4 storey building to provide sports hall, swimming pool and library and ancillary areas alterations to existing building and parking.

GRANTED : 26-JUN-95

P/3995/13 (Land Rear of 76 West Street, Harrow, Middlesex HA1 3HB)

Use of vacant land at rear as car park (sui generis); new railings to front car park

GRANTED : 31-JUL-2014

P/4247/14 - Modification to section 106 planning obligation relating to planning permission WEST/695/94/FUL dated 23rd June 1995 (principal agreement) to increase the number of pupils on roll from 525 to 710 (previously modified by deed of variation dated 24.09.2007

REFUSED : 24/02/2015

Reason for Refusal

1. The proposed modification to the principal Section 106 Agreement dated 23rd June 1995, as varied by the deed of variation dated 24th September 2007, relating to the limitations of students numbers, would result in an unacceptable level of noise, disturbance and traffic movements, to the detriment of the residential amenities in Middle Road, Lower Road, Byron Hill Road, Crown Street, Chartwell Place, Clonmel Close and

surrounding areas, contrary to policy 7.15 of The London Plan (2011) and policy DM1 of the Harrow Development Management Policies Local Plan (2013).

Applicant Submission Documents

- Schedule of Modifications Application one – February 2016 and updated May 2016
- Supporting Statement – February 2016
- The John Lyon School Travel Plan 2015
- Traffic Flow and Parking Survey Analyses – February 2016
- Transport Assessment- May 2016
- Noise Impact Assessment – February 2016
- Planning Report in Respect of Amenity – February 2016

Consultations

Highways Authority:

The Travel Plan is approved as it would meet Harrow's and Transport for London (TFL) criteria.

Harrow on the Hill Trust:

The Trust finds it difficult to understand what is going on. There are three separate applications. One talks of increase to 710, another of an increase to 660. They all talk of an 'enhanced travel plan', two talk of an 'enforcement mechanism' the third doesn't. One talks of 'Star Performance Management' the other two don't.

The unfortunate effect of this plethora of applications is it leads to lack of confidence in any of them.

The main traffic problem, as the residents know, is created by pupils in their last year or so driving their own cars to school and parking on adjacent streets. The problem gets worse through the school year as an increasing number of pupils reach the age at which they have passed the driving test. At a meeting at the school last autumn, i.e at the beginning of the school year, the School indicated that it could solve this problem, but we are not yet into the Summer Term. It seems a trifle early from the residents' point of view to reply on these assurances. Indeed the suspicious might think that the School wanted to get the applications in and approved before the Summer Term arrived and the assurance could be checked.

The applications have two substantially different target numbers, one for a ten percent increase, others for an eighteen percent increase. This attitude of "let's try it on and see what happens" permeates this bunch of applications, so much that, however much may wish the school well, we must ask that this portfolio of application is refused and the position sorted out.

Byron Hill Residents' Association:

There is still "daily chaos" notwithstanding the traffic marshalling.

The Bellamy Roberts report is flawed in relevant respects.

The School should not have submitted further applications without there being any reduction in noise disturbance and traffic movement in the locality.

Advertisement

General Notification

Posted: 17.03.2016
Expired: 07.04.2016

Notifications

Sent: 131
Replies: 26
Expiry: 29/03/2016

Second Notification (amended details):

Sent: 131
Replies: 2 plus petition of 179 signatures
Expiry: 25/05/2016

Addresses Consulted

1 - 4 Ortygia Lower Road, Harrow, HA2 0DA
Flat 1 – 4, Roxeth Mead, Chartwell Place, Harrow, HA2 0HF
Roxeth Mead, Chartwell Place, Harrow, HA2 0HF
1 – 7 Chartwell Place, Harrow, HA2 0HE
12, 14, 14a, 20, 20a, 22, 24, 26, 28, Lower Road, Harrow, HA2 0DA
29, 29a, Lower Road, Harrow, HA2 0DE
Flats 1 – 3, 12 Lower Road, Harrow, HA2 0DA
29, 31, Middle Road, Harrow, HA2 0HW
60, 60a, 62, 62a, 64, 66, 68, Middle Road, Harrow, HA2 0HL
32 – 40 Byron Hill Road, Harrow, HA2 0HY
23, 29, 31, 32, 34, 36, Byron Hill Road, Harrow, HA2 0JD
1 – 9 Chartwell Place, Harrow, HA2 0HE
1 – 14 Greville House, Lower Road, Harrow, HA2 0HB
48 Crown Street, Harrow, HA2 0HR
50 – 60 Crown Street, Harrow, HA2 0HR
55 – 65 Crown Street, Harrow, HA2 0HX
Byron House, Clonmel Close, Harrow, HA2 0JZ
The Penthouse, The Garden House, and 1 – 3 Clonmel Close, Harrow, HA2 0JZ
Street Record, Clonmel Close, Harrow
1 – 3 Clonmel Close, Harrow, HA2 0JZ
The Garden House, 4 Clonmel Close, Harrow, HA2 0JZ
1 – 15 Pavilion Lodge, Lower Road, Harrow Council
15 West Street, HA1 3ED
Roxeth Mead School, 25 Middle Road, Harrow, HA2 0HW
Harrow School Cricket Ground South Side, West Street, Harrow.
Cricket Field Cottage, Middle Path, Middle Road, Harrow, HA2 0HP
Charmouth, Middle Path, Middle Road, Harrow, HA2 0HP
Welsh Congregationalist Church, Lower Road, Harrow, HA2 0DE
First Floor Flat, and White Horse Public House, 50 Middle Road, Harrow, HA2 0HL
Red house And School Buildings, Middle Road, Harrow, HA2 0HW
2a, Ortygia, Lower Road, HA2 0DA

Summary of Responses

- Car has been “bashed and scraped on two separate occasions” coinciding with increased parental activity e.g. parents’ evenings.
- The Hill is an environment of narrow streets – not comparable to the Avanti House School area.
- To increase pupil numbers will increase traffic, litter and noise pollution.

- Would the School be prepared to offer resident's parking on the School site during parents' evenings /School events?
- Parking – severe shortage.
- Congestion – Middle Road has two Schools in it.
- Consultants are not familiar with the area – Middle Road is subject to 20 mph not 30 mph. They fail to consider the effects and not just the impacts.
- The School is a “quart in a pint pot”.
- Parents will still drop off pupils on Byron Hill Road irrespective of the travel plan.
- Concerned about increased traffic and parking – a complete re-think is necessary – the School has land which could accommodate this type of facility
- Clonmel Close/Byron Hill Road is sandwiched between 3 Schools ...and there are office premises ...All of which contribute to excessive traffic and parking problems
- Gridlock is created by parents in the morning peak.
- The one way system is not enforced and pupils parking all day is a problem not prevented by the School.
- The plans promise to address two major problems that so far JLS have failed singularly to do
- I have no objection per se to increasing numbers
- Noise – traffic movements figure is flawed as it ignores additional staff – all traffic movements are noise events worsening residential amenity.
- Traffic – the School causes 641 traffic movements over the “Peak two morning and afternoon”. An increase in pupil numbers to 710 would cause an additional 118 traffic movements.
- There ought to be parking data for 0930 to 1545 hours.
- JTS Report – this is a series of unjustified opinions.
- There are no free parking spaces as Bellamy Roberts suggest however.
- Middle Road cannot cope.
- Parents from John Lyon park on double yellow lines whilst waiting to collect their sons.
- Outside the Cricket Montessori School, the vast number of vans to transport the boys are left running.
- The School has no intention of doing anything to alleviate the already unacceptable congestion.
- The proposal will cause chaos.
- The School should only be allowed to increase number “if they can provide ample car parking space within their grounds along with clear access to that parking and off-road drop-off zones”.
- The traffic flow and parking survey analysis is inaccurate/misleading.
- Gridlock (which already exists at certain times of the day) will make it impossible for any emergency vehicles to have access to any parts of Harrow-on-the-Hill for far longer periods of time.
- In 1995, the original s106 agreement was signed limiting pupil number to 525. Documentation from the planning committee meeting that approved the variation to the s106 in 2004 referred to “a clear sanction in that if (traffic) reductions are not achieved, the numbers would revert back to these previously approved”. This did not happen.
- Traffic has become intolerable.
- The applications rely on the School's own data from 2013 and 2014, both of which “significantly breach what was supposed to be the base line figure of 175 car journeys”.
- HLBC and TJLS have undertaken to monitor the situation on an annual basis, but this has not taken place.

- It is disingenuous to believe that the increase in traffic will be marginal, and that no further building work will be required.
- Independent evidence is needed that the School can maintain the base line figure of 175 car journeys for at least 2 years before any increase in pupils can be considered.
- Trying to leave premises for those living in Lower Road is almost impossible to ask due to parents using scarce parking facilities to pick up or to leave their sons from the school.
- Parents park without respect / consideration, including trespassing on their premises. The School should move to another area.

APPRAISAL

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

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

In this instance, the Development Plan comprises The London Plan 2015 [LP], 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 [SALP].

MAIN CONSIDERATIONS

Principle of the Development (Modification) and Impact on Traffic and Parking

Equalities Impact

S17 Crime & Disorder Act

Consultation Responses

Principle of the Development (Modification) and Impact on Traffic and Parking

Paragraph 72 of the National Planning Policy Framework (2012) sets out 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. It goes on to state that the LPA's should give great weight to the need to create, expand or alter schools and work with schools promoters to identify and resolve key planning issues before applications are submitted.

Policy 3.18C of The London Plan (2011) will support development proposals which enhance education and skills provision, which includes new build, expansion of existing facilities or change of use to educational purposes. This is further emphasised under policy DM46 of the Development Management Policies Local Plan (2013). Policy DM43 in the case for major development sites will require a Transport Assessment to be undertaken. It goes on to state that any impact identified in the Transport Assessment should be mitigated through the implementation of Travel Plans which should include the desirability of achieving modal shift away from private car use towards sustainable modes of transport.

The principal planning agreement dated 23 June 1995 (WEST/695/94/FUL) imposed a student number limitation of 525. This principal agreement was subsequently modified by a deed of variation dated 24 September 2007 to increase the number of students on roll

to 600. This deed of variation now seeks to modify the deed further by increasing the number of students on roll to 660.

Alongside this proposed expansion, the School will be aiming to achieve a higher status for sustainable transport and travel arrangements for all its pupils in accordance with the 'Sustainable Travel: Active Responsible, Safe' (STARS) programme administered by TFL. It is noted that the John Lyon School has been awarded a bronze STARS status in July 2014. The School's current roll for this academic year (according to the accompanying Planning Statement) is 585, which is below the maximum threshold of 600

As part the obligations set out under the 2007 deed of variation, the School was required to submit a travel plan prior to the implementation of the modification. The Council's records show that such a Travel Plan had indeed been submitted by the School which was subsequently approved by the Council's Travel Plan Officer. Whilst there was no further obligation under the deed of variation dated 24 September 2007 to provide an annual updated Travel Plan to the Council for monitoring purposes, the School has on an ad-hoc basis submitted further Travel Plans in 2010, 2012 and 2014 (in addition to the original 2007 Travel Plan).

The current proposal to vary the legal agreement to increase pupil numbers would introduce a number of mechanisms to mitigate the proposed uplift in pupil numbers and consequent impacts on the surrounding area. It includes the following measures:

- Requirement to comply and fully implement the travel plan;
- pay a contribution towards local highway network measures in the event of a breach
- maintain in-post a Travel Plan Coordinator
- use reasonable endeavours to ensure that the Travel Plan is complied with and that each of the targets contained in the Travel Plan are met
- to carry out a baseline travel survey with all pupils and staff within 6 months
- revise the School Travel Plan in light of the travel survey and relevant consultation and resubmit the School Travel Plan to the Council and obtain approval to the same from the Council within the same academic year
- express requirement for annual community engagement
- carry out annual monitoring in accordance with Transport for London's standardised approach to monitoring within the same calendar month as the travel survey.

It is noted that the John Lyon School is a fee paying school and therefore, its selection criteria is not based on local catchment but on the basis of individual academic ability and potential. As such, a large proportion of its student population travel to and from the School by use of some form of transport mode rather than walking. It is acknowledged that local residents have raised strong concerns in terms of traffic generation during drop off and pick up period. Residents have also raised concern with older students driving to school and parking on local roads. This is recognised by the School and they are actively seeking through the implementation of a more enhanced and robust Travel Plan to reduce journeys to and from School by car and seeking to encourage more sustainable modes of travel. The School is actively working with Parents and Students to move towards more sustainable modes of transportation. Whilst inevitably there will still remain some form of car dominance given that a large proportion of Students are not from the local area.

It is also noted that local residents have raised concerns with regard to the implementation of the past Travel Plans and the various commitment made by the School to tackle parking and congestion in the nearby road. Reference has also been made with

regard to the meetings of the development management meeting held in May 2004 which states that should the traffic generation is not significantly reduced over the 5 year period then the School would agree to phased reduction over a further 3 years back to the agreed level of 525. The formal deed of variation was issued over 3 years from the date of this meeting and on the basis that the annual Travel Plans being submitted by the School showed an improvement to the traffic and adherence to the Travel Plan. It is noted that there was no such clause within the signed deed of variation that required the reversion of the roll numbers to 525 over a phased period.

In addition to the above the School has in place a dedicated school bus service, which is funded by the school and operated by Brent Community Transport and has six routes operating. The site is well serviced by TFL Bus Services and within walking distance of South Harrow Underground Station and Harrow on the Hill Station.

The proposed expansion would be limited to only increasing the student number limit and putting in place an appropriate Travel Plan framework. There is no proposal for further building work on this site to accommodate this expansion. This will be met through the reorganising of the existing internal layout of the buildings on the site which do not require permission.

The applicant has submitted a an updated Travel Plan for the proposed school expansion (2015 version), which takes its baseline figures from the 2014 version and sets out the new objectives and targets to move towards a more sustainable mode of transportation. These include the aim to reduce the student car travel by 2% by March 2016, aim to increase the percentage of student parking and striding by 1% by March 2016 and the aim to increase the percentage of children cycling to and from the school by 1% by March 2016. Whilst it is noted that the highest percentage of students travel to School by car, it is considered that the School's objective to reduce travel by car and move towards more sustainable modes of travel can be achieved through a more pro-active partnership between the School and the Council though the annual monitoring of the Travel Plan, which would be secured under this deed of variation.

In addition to the above, the School has submitted a Travel Plan Programme – Gradual Improvement Plan which sets out the keys tasks that the School will undertake to reduce the numbers of students arriving by car and reducing traffic/ congestion on nearby residential roads.

The School, as part of the firm commitment to reduce car dependency and traffic movement in the locality, would enter into a modified deed of variation which would include a clause requiring the school to achieve Gold STARS Status within four years. The School has achieved bronze STARS status which required the school to reduce both single occupancy car travel and car share by 2%. In 2015 car travel to the school was at 45%. In 2016, car travel is at 35% which equates to a reduction of 60 vehicles driving to the school. If the school were to achieve Gold level accreditation, this would involve the delivery of more than double the number of activities and initiatives. We would expect a further reduction of in car travel of at least a further 6% - likely bringing the level of car travel to 29%. The average reduction for Gold level travel plans across London is 11%, but in reality this can be much higher depending on certain factors, such as the school's commitment. John Lyon School has already embedded sustainable travel activities into the school and as a result has achieved a 10% reduction in car use. The School Travel Plan Officer is confident that in achieving Gold, the school would see a further drop in car use to a maximum of 30% as shown in the table below.

Travel plan year	No. pupils	Single occupancy car use	Car sharing	Total level of car travel to the school	Actual number of cars travelling to the school
2014	600	38%	7%	45%	270
2015	600	37%	8%	45%	270
2016	600	30%	5%	35%	210
By 2020	660	24%	5%	29%	191

On balance then, whilst taking note of local resident's existing frustration with the existing traffic and parking situations, it is considered that an enhanced Travel Plan would see the reduction in car reliance over time and a move towards more sustainable travel options. The proposed expansion in school population is considered acceptable with regards to the above stated policies, subject to the completion of the deed of variation in line with the obligations set out above. The proposal is therefore considered acceptable.

Equalities Impact

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

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

When making policy decisions, the Council must take account of the equality duty and in particular any potential impact on protected groups. The equality impacts of this application have been assessed and have been found to be in conformity to Section 149.

S17 Crime & Disorder Act

Policies 7.3.B and 7.13.B of The London Plan and policy DM2 of the DMP require all new developments to have regard to safety and the measures to reduce crime in the design of development proposal.

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

Consultation Responses

- Car has been "bashed and scraped on two separate occasions" coinciding with increased parental activity e.g. parents' evenings.
- The Hill is an environment of narrow streets – not comparable to the Avanti House School area.
- To increase pupil numbers will increase traffic, litter and noise pollution.
- Would the School be prepared to offer resident's parking on the School site during parents' evenings /School events?
- Parking – severe shortage.
- Congestion – Middle Road has two Schools in it.
- Consultants are not familiar with the area – Middle Road is subject to 20 mph not 30

mph. They fail to consider the effects and not just the impacts.

- The School is a “quart in a pint pot”.
- Parents will still drop off pupils on Byron Hill Road irrespective of the travel plan.
- Concerned about increased traffic and parking – a complete re-think is necessary – the School has land which could accommodate this type of facility
- Clonmel Close/Byron Hill Road is sandwiched between 3 Schools ...and there are office premises ...All of which contribute to excessive traffic and parking problems
- Gridlock is created by parents in the morning peak.
- The one way system is not enforced and pupils parking all day is a problem not prevented by the School.
- The plans promise to address two major problems that so far JLS have failed singularly to do
- I have no objection per se to increasing numbers
- Noise – traffic movements figure is flawed as it ignores additional staff – all traffic movements are noise events worsening residential amenity.
- Traffic – the School causes 641 traffic movements over the “Peak two morning and afternoon”. An increase in pupil numbers to 710 would cause an additional 118 traffic movements.
- There ought to be parking data for 0930 to 1545 hours.
- JTS Report – this is a series of unjustified opinions.
- There are no free parking spaces as Bellamy Roberts suggest however.
- Middle Road cannot cope.
- Parents from John Lyon park on double yellow lines whilst waiting to collect their sons.
- Outside the Cricket Montessori School, the vast number of vans to transport the boys are left running.
- The School has no intention of doing anything to alleviate the already unacceptable congestion.
- The proposal will cause chaos.
- The School should only be allowed to increase number “if they can provide ample car parking space within their grounds along with clear access to that parking and off-road drop-off zones”.
- The traffic flow and parking survey analysis is inaccurate/misleading.
- Gridlock (which already exists at certain times of the day) will make it impossible for any emergency vehicles to have access to any parts of Harrow-on-the-Hill for far longer periods of time.
- In 1995, the original s106 agreement was signed limiting pupil number to 525. Documentation from the planning committee meeting that approved the variation to the s106 in 2004 referred to “a clear sanction in that if (traffic) reductions are not achieved, the numbers would revert back to these previously approved”. This did not happen.
- Traffic has become intolerable.
- The applications rely on the School’s own data from 2013 and 2014, both of which “significantly breach what was supposed to be the base line figure of 175 car journeys”.
- HLBC and TJLS have undertaken to monitor the situation on an annual basis, but this has not taken place.
- It is disingenuous to believe that the increase in traffic will be marginal, and that no further building work will be required.
- Independent evidence is needed that the School can maintain the base line figure of 175 car journeys for at least 2 years before any increase in pupils can be considered.
- Trying to leave premises for those living in Lower Road is almost impossible to ask

due to parents using scarce parking facilities to pick up or to leave their sons from the school.

- Parents park without respect / consideration, including trespassing on their premises. The School should move to another area.

Officer Response

The representations received can generally be summarised as related to three main themes: 1) issues relating to highway convenience and parking availability in the surrounding area currently; 2) inconsiderate parking in the surrounding area; 3) whether the proposed measures can be implemented and enforced properly.

Each of these points is reasonable and fair. The baseline situation is material to this application. However, the test of appropriateness for this application in relation to surrounding impacts is whether the development would have a neutral or enhance effect on the surrounding area. Even if effects are worse than neutral on the surrounding area, the LPA must consider the application in the planning balance, and acknowledge that an uplift in the number of pupils who could use the school is a positive in terms of provision of school places in the Borough. This positive impact must be weighed against any negative impact on the surrounding area, if there is one.

In assessing the impact of development on the surrounding road network, officers have robust and critically analysed the information provided and the mechanisms that would be secured, which are not currently available. The proposed deed of variation would introduce a suite of measures not currently available intended to improve and reduce the level of car dependency for access to the school as well as introduced robust and express punitive measures to discourage any failure to deliver the targets set out. Officers consider that the approach is fair, reasonable and achievable. It would therefore achieve a neutral or better impact on the surrounding area. Even if it would not, any adverse impact in comparison with the existing situation would only be short-lived as the punitive mechanisms within the revised legal agreement could be enforced. The mechanisms proposed are wholly appropriate, proportionate and deliverable. For these reasons, and coupled with the benefits associated with the additional provision of school places, officers are recommending that the application be granted.

CONCLUSION

Having regard to the policies and proposals in the NPPF, The London Plan 2015, the Harrow Core Strategy 2012 and the Development Management Policies Local Plan 2013, it is considered that the impact of the proposed increase in pupil numbers in terms of traffic generation and parking can be mitigated through the provision of an enhanced Sustainable Travel Plan working towards a Transport for London Gold Status and associated traffic mitigation measures.

INFORMATIVES

- 1 The following policies are relevant to this decision:

National Planning Policy Framework (2012)

The London Plan (2015):

Policies 3.18, 6.3, 6.9, 6.13, 7.1, 7.2, 7.3, 7.13

The Harrow Core Strategy (2012)

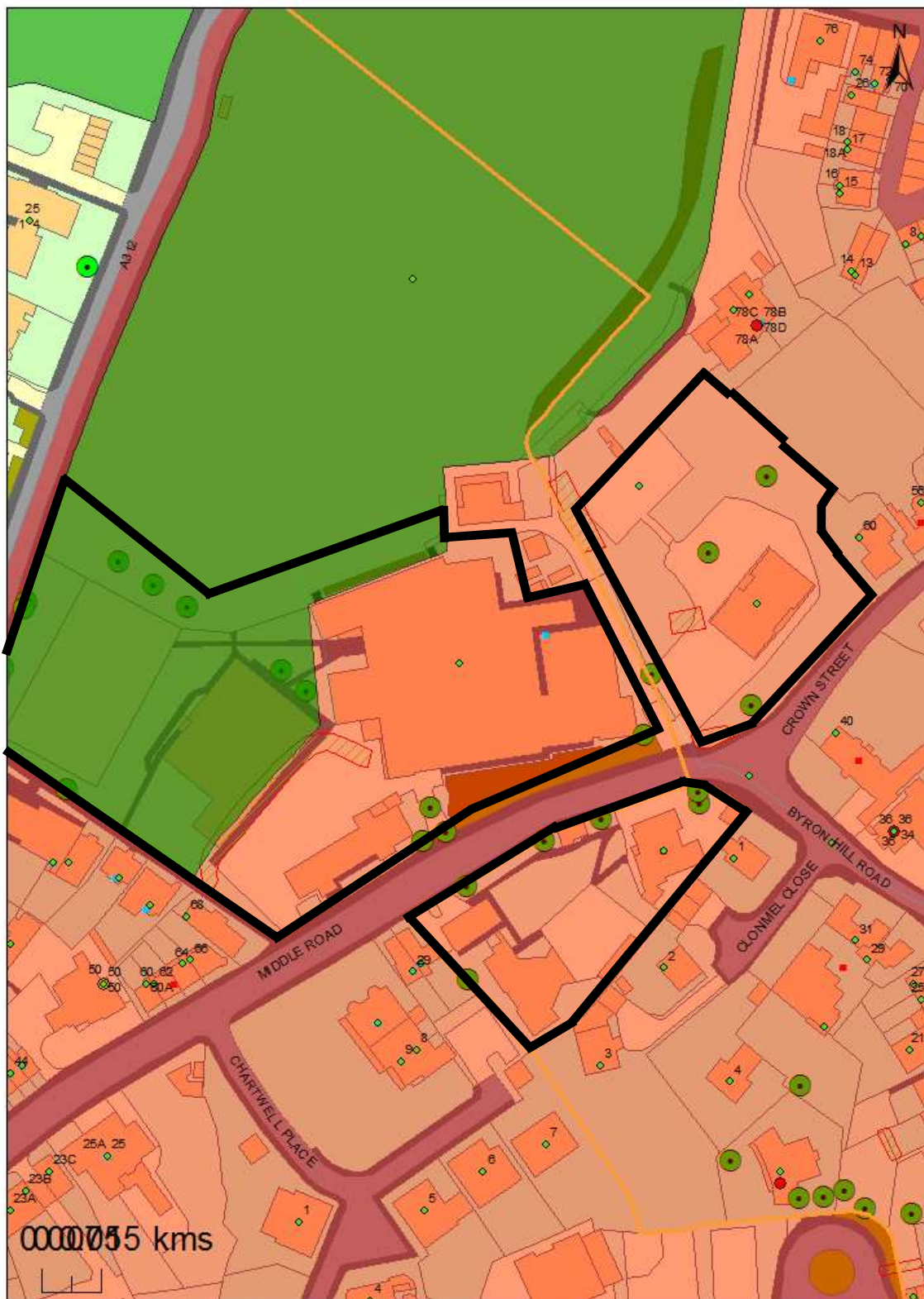
Core Policies CS1

Development Management Policies Local Plan (2013)

Policies DM2, DM43, DM46

Plan Nos: Schedule of Modifications Application one – February 2016 and updated May 2016; Supporting Statement – February 2016; The John Lyon School Travel Plan 2015; Traffic Flow and Parking Survey Analyses – February 2016; Transport Assessment- May 2016; Noise Impact Assessment – February 2016; Planning Report in Respect of Amenity – February 2016

JOHN LYON SCHOOL, MIDDLE ROAD, HARROW



© Crown copyright and database rights 2012 Ordnance Survey 100019206
DIGITAL MAP DATA (C) COLLINS BARTHOLOMEW LTD (2010)
Cities Revealed® aerial photography copyright The GeoInformation® Group, 2010



SECTION 3 - OTHER APPLICATIONS RECOMMENDED FOR REFUSAL

None.

SECTION 4 - CONSULTATIONS FROM NEIGHBOURING AUTHORITIES

None.

SECTION 5 - PRIOR APPROVAL APPLICATIONS

None.