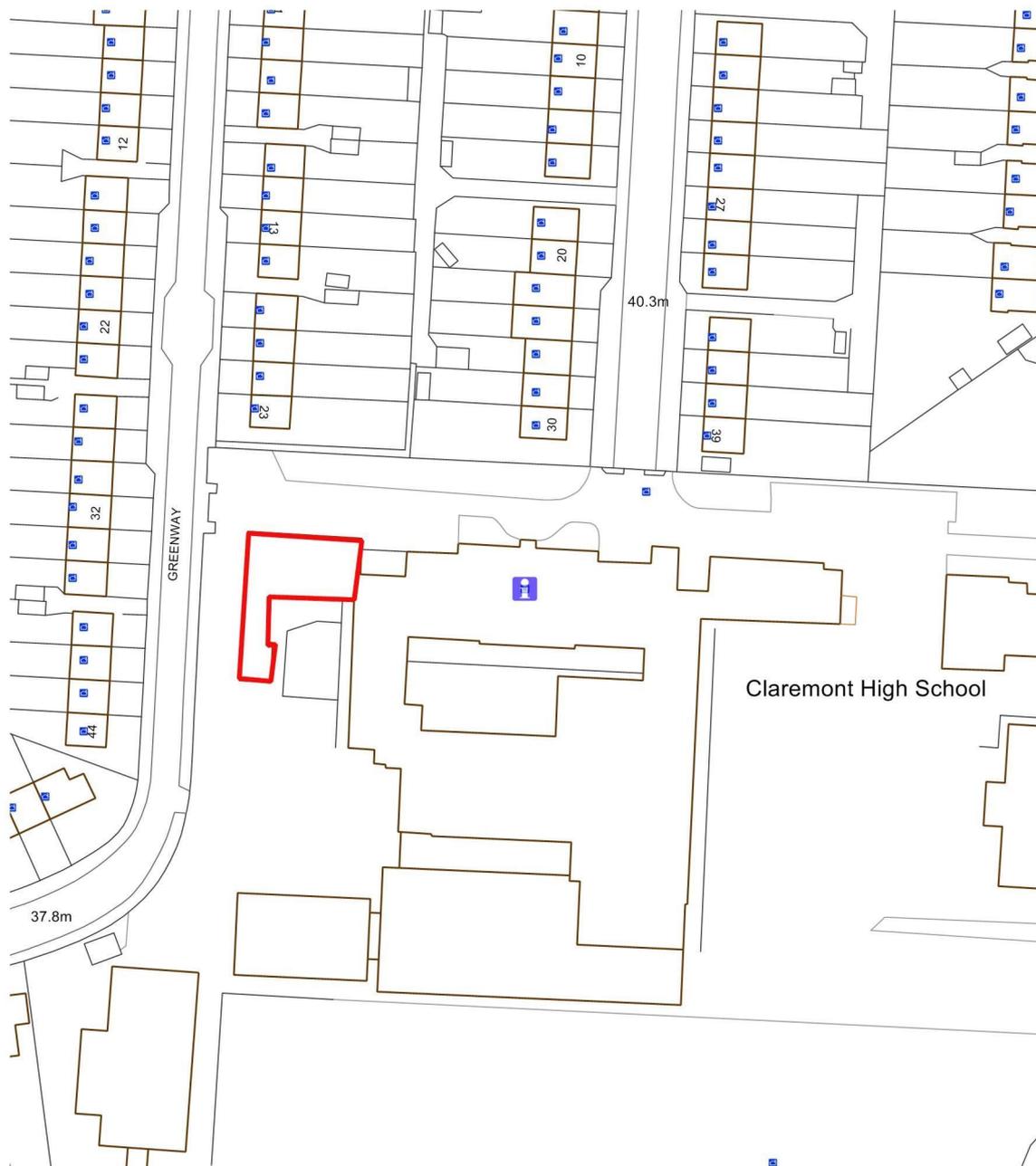




Planning Committee Map

Site address: Claremont High School, Claremont Avenue, Harrow, HA3 0UH

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This map is indicative only.

RECEIVED: 27 November, 2012

WARD: Kenton

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Claremont High School, Claremont Avenue, Harrow, HA3 0UH

PROPOSAL: Erection of first floor extension to existing single storey western wing of Claremont High School to form Sixth Form facility comprising three additional classrooms and library at north west of school site.

APPLICANT: The Governors

CONTACT: ABA Chartered Surveyors

PLAN NO'S:
See Condition 2.

RECOMMENDATION

Approval.

This application is liable for Community Infrastructure Levy.(CIL) . The Mayor's contribution would be £0.00.

EXISTING

The application site, containing the Claremont Secondary school, lies within the predominantly residential suburban area of Kenton.

The site contains three main school blocks to the north and west of the 3.15 ha site, some of which have been extended in recent years (see planning history for more information). Playing fields lie to the south of the site, and directly beyond this, the Wealdstone Brook.

The site abuts Greenway to the west, for which there is vehicular access and is the main pedestrian entrance to the school. To the north lies Claremont Avenue (previously used for school access but is now used for staff parking), Salehurst Close and Kinross Close.

To the south and east are the residential properties to the rear of Chapman Crescent, Vine Court and Falcon Way. The site is not within a Conservation Area, and contains no listed buildings.

DEVELOPMENT SCHEDULE

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

USE

Number	Primary Use	Sub Use
1	non-residential institutions	school

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0			435	435

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
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PROPOSAL

This application is for the erection of a first and second storey extension to the western wing of Claremont High School to form a Sixth Form facility comprising three additional classrooms, informal learning space and library at north west of school site.

The application has been submitted as "Option 1" of two options for the accommodation of the Sixth Form facility on the site, both of which are being considered by the council's Planning Committee. Only one of the two options will be implemented.

This report should be read in conjunction with the report for application reference 12/3110.

HISTORY

There have been a number of planning applications submitted in recent years relating to the school. A summary of the main recent applications are listed below:

12/3110 - Erection of first and second floor extension to existing ground floor gymnasium and toilets at north eastern wing of Claremont High school, to form additional accommodation for Sixth Form Facility - to be determined in due course.

12/1002 - Erection of first floor extension to Claremont High School to form and part two storey extension to school - Withdrawn, summer 2012.

11/1361 - Demolition of existing two-storey structure containing workshop and classroom and erection of two-storey infill extension containing four classrooms, one workshop and new atrium to school - Approved, 20/07/2011

10/1189 - Details pursuant to condition 5 (cycle parking) 7 (landscape buffer) of full planning permission reference 09/2520 dated 17/05/2010 for demolition of an existing single-storey extension and construction of a two-storey extension, with classrooms in the roof space, to the east wing of the main school building - Approved, 23/08/2011

10/0705 - Details pursuant to conditions 3 (materials) and 4 (landscaping) of full planning permission reference 09/2342, dated 8 January 2010, for two-storey extension facing 44 & 46 Greenway, HA3, comprising entrance foyer and offices, and installation of canopy above entrance to sports hall of school - Approved, 23/06/2010

09/2520 - Demolition of an existing single-storey extension and construction of a two-storey extension, with classrooms in the roof space, to the east wing of the main school building - Approved, 17/02/2010

09/3167 - Demolition of an existing single-storey extension and construction of a two-storey extension, with classrooms in the roof space, to the east wing of the main school building – Granted 24/11/09.

09/0304: Proposed ground and first floor extension to east wing of main school building – Granted, 08/04/2009.

08/1968: Full Planning Permission sought for formation of a fenced and floodlit, synthetic-turf-surfaced soccer pitch on the existing school playing-fields – Granted, 10/09/2008.

07/2385: Full Planning Permission sought for two storey rear extension to the secondary school, adjacent to gardens of 60 to 64 Chapman Crescent - Granted, 12/10/2007.

06/1476: Full Planning Permission sought floor demolition of existing detached building and construction of a two storey building and linking walkway to the existing block for the use as adult training centre and special needs classrooms - Granted, 21/07/2006.

05/2460: Full Planning Permission sought for erection of new sports hall changing rooms and internal street circulation to adjoining existing school buildings - Granted, 21/12/2005.

01/1793: Full Planning Permission sought for erection of new arts hall for music, dance and drama ancillary to existing courtyard for school and community use - Granted, 01/03/2002.

97/1486: Full Planning Permission sought for demolition of existing modern languages block building and erection of replacement detached 2-storey building - Granted, 18/11/1997.

96/0980: Full Planning Permission sought for erection of two storey building with accommodation in roof space - Granted, 07/08/1996.

POLICY CONSIDERATIONS

National

National Planning Policy Framework

The NPPF was published on 27 March and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. Its intention is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to still be relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight. The NPPF places great importance on ensuring that sufficient school places are available to meet the needs of existing and new communities. Local planning authorities should take a pro-active, positive and collaborative approach to meeting this requirement and should give great weight to the need to create, expand or alter schools. Core Strategy and UDP saved policies referred to in the report below have been considered in the assessment of the application and the recommendation is considered to comply with the NPPF.

Regional

The development plan for the purposes of S38(6) of the Planning and Compulsory Purchase Act is the Brent Unitary Development Plan 2004, the Brent Core Strategy 2010 and the London Plan 2011.

London Plan 2011

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents have to be ‘in general conformity’ with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

Key policies include:

- 3.16 Protection and Enhancement of Social Infrastructure
- 3.18 Education Facilities
- 6.3 Assessing effects of development on transport capacity
- 7.2 An inclusive environment
- 7.4 Local Character
- 7.5 Public realm
- 7.6 Architecture

Local

Brent Unitary Development Plan 2004

Within the 2004 UDP the following list of saved policies are considered to be the most pertinent to the application.

Built Environment

- BE2 Townscape: Local Context & Character

- BE3 Urban Structure: Space & Movement
- BE4 Access for Disabled People
- BE5 Urban Clarity & Safety
- BE6 Public Realm: Landscape Design
- BE7 Public Realm: Streetscape
- BE9 Architectural Quality

Transport

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN12 Road safety and traffic management
- TRN13 Traffic calming
- TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.
- PS12 Car parking standards – Class D1
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

Open Space, Sport & Recreation

- OS9 Dual Use Open Space

Community Facilities

- CF8 School Extensions
- CF10 Development Within School Grounds

Brent Core Strategy 2010

The following spatial policies are considered relevant to this application:

- CP 6 Design & density in place shaping
Sets out the requirements for appropriate design and density levels for development
- CP 15 Infrastructure to support development
Requires that the infrastructure requirements of new development are met
- CP18 Protection and enhancement of Open Space, Sports & Biodiversity
Protects all open space from inappropriate development. Promotes enhancements to open space, sports and biodiversity, particularly in areas of deficiency and where additional pressure on open space will be created
- CP 23 Protection of existing and provision of new community and cultural facilities
Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community facilities

Brent Supplementary Planning Guidance

SPG 17 "Design Guide for New Development" Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

CONSULTATION

Kenton Ward Councillors and 154 neighbours were consulted by letter on 05/11/2012.

Two representations have been received from residents objecting to the scheme, on the following grounds:

- Loss of sunlight, daylight, privacy and amenity to adjoining residential properties
- Poor quality design, overdevelopment of site and adverse impact on existing residential character
- Disturbance and additional traffic and congestion from construction vehicles
- Lack of wider consultation on the proposal

- Usage of the school premises outside of school operating hours for which no planning permission has been given
- Increase in noise, particularly in the summer months, resulting in residential disturbance.
- It is not clear why additional classroom space is required if there is no increase in pupil numbers given that demand may increase.

Additionally the council's Transportation, Children and Families, Design, Landscape and Environmental Health departments were consulted by email; no objections have been raised by the internal consultees.

REMARKS

Key considerations

The main planning issues are considered to be:

1. Previous applications and principle of development
2. Design, scale and massing
3. Impact on residential amenity and street scape
4. Playspace, landscaping and trees
5. Transportation and highway safety
6. Response to objections
7. Conclusion

1. Previous applications and principle of development

The subject application is for an additional 475sqm of classroom and circulation space to create a designated Sixth Form centre for the Claremont School. The accommodation, to be provided to the north west corner of the school site, would comprise a first floor extension atop an existing ground floor school building adjoining the eastern boundary of the residential road, Greenway. This application is option 1 of 2 options for the provision of the new Sixth Form Facility, and it is noted that if both options are approved, only one permission would be implemented (for more information please see application reference 12/3110 which is also being considered at the same Planning Committee).

The application, which is the re-submission of a previously withdrawn proposal in summer 2012 (LPA Ref: 12/1002), seeks to provide a similar level of accommodation as proposed within the withdrawn application but has sought to address the council's concerns in relation to design, and further detail has been provided on its potential transportation impact.

The extension seeks to meet the school's current demand for school places and is therefore acceptable in principle; the more detailed issues relating to the application are considered within the rest of the report below.

It is noted that the school seeks to implement this permission or application reference 12/3110, therefore a condition will be included to ensure that only one of these permissions is implemented should the Council resolve to grant application reference 12/3110.

2. Design, scale and massing

The proposed first floor extension would be located to the north west of the main Claremont school building atop the existing single storey classrooms to the east of Greenway. The extension would be L shaped, set 8.5m off the western boundary of the site adjoining Greenway, and would span a total north south length of 22.5m. At its northernmost point, the extension would wrap around the site to the east extending a further 20m set off its northern boundary by approximately 15m. The footprint of the extension would not project any closer to its boundaries beyond that of its existing building, and the height of the building would increase by up to 3.5m compared to the existing roof.

In consideration of the constrained site, the principle of extending "up" rather than "across" is considered to be acceptable in this case, given that there is limited external space at the school.

The extension would be highly visible from the highway; as such the design of the building is very important on the streetscape and character of the area. The proposed design would replicate the existing building and match its existing proportions and materials including the roof and brick structure.

Its fenestration and proportions would generally match the lower floor and is considered acceptable. A condition will be included to ensure that full details of the proposed materials are provided.

The proposed classrooms, informal learning space and library have a regular shape and are well sized, and are considered to be of an acceptable layout for their purpose.

3. Impact on residential amenity and streetscape

The Council seeks to protect the amenity of neighbouring occupants to an acceptable standard whilst recognising the need for new development. The main impacts on amenity to be considered are: overbearing impact of the size and scale of the extension; loss of outlook, which is related to overbearing impact; loss of privacy; and loss of sunlight. Following the policies contained within part 3.7 Urban Design Principles of the Built Environment Chapter of the UDP, the council has published Supplementary Planning Guidance No. 17 "Design Guide for New Development" (SPG17) which establishes generally acceptable standards relating to these matters, although site specific characteristics will mean these standards could be tightened or relaxed accordingly.

The nearest residential properties to the proposed school extension would be the flank elevation of No. 23 The Greenway to the north of the extension (19m minimum distance), and to the west of the site adjoining The Greenway (23m minimum distance). There are no residential dwellings to the south and east of the extension as these elevations are bounded by the remainder of the school therefore the proposal will not have any impact on residential amenity.

In consideration that the extension would be over 19m away from No. 23 The Greenway to the north, and over 23m to the properties on the even side of The Greenway, the extension complies with SPG17 and its impact is therefore considered to comply with the council's policies on privacy, amenity, sunlight, daylight and scale and massing.

4. Playspace, landscaping and trees

Sport England is required to be consulted on any application which may affect playing pitches. The proposed extension would be atop an existing building and on part of a concreted area not currently used for playspace. Sport England, therefore, have not been consulted.

The application will not result in the loss of any existing trees and a condition will be secured for landscaping to be secured on the boundary with Greenway to reduce the development's impact.

5. Transportation, parking and highway safety

UDP policy CF8 School Extensions requires proposals to have an acceptable transport impact and schemes will be subject to measures to reduce car usage. Policy TRN1 Transport Assessment ensures applications will be assessed for their transport impact and developments with a potentially significant impact on the transport network should submit a Transport Assessment. Policies TRN2, 3 and 4 relate to testing that impact and measures to make transport impact acceptable. The London Plan 2011 contains a number of relevant policies including 6.1 Strategic Approach, 6.3 Assessing Effects of Development on Transport Capacity, 6.9 Cycling and 6.13 Parking.

It is noted that the proposed extension will provide a dedicated Sixth Form Centre for the existing pupils and will not result in any additional staff or pupils. Although a Travel Plan could not reasonably be justified in normal circumstances, as the school accepted an additional form of entry in 2007 without updating the Travel Plan, and in consideration that many of the pupils accepted as part of the extra form of entry will be moving into the Sixth Form Facility once built, an updated Travel Plan will be secured through condition to mitigate these impacts alongside the extra demand from Sixth Form places arising from the upgraded facilities.

The council's Transportation Department initially objected to the proposal in consideration that no information had been provided on additional pupil numbers. In consideration that a full statement has now been provided from the applicant on this matter, the transportation issues are therefore considered to be resolved.

6. Response to objections

Two objections have been received on the proposal. The case officer has responded to each of the issues raised as set out below.

Comment	Officer response
<p>The proposal results in an overdevelopment of the site which will restrict views across the area.</p>	<p>The proposal complies with SPG17 in terms of its size, scale, impact on privacy and amenity. Although the proposal would be highly visible from Greenway, its design is considered to respect the existing building's character. A condition has also been included for further details of landscaping to soften the impact of the proposal.</p>
<p>The construction works for the extension will result in disruption to the local area, including weekend lorry traffic, noise and disruption before 8am along The Greenway and Cranleigh Gardens.</p>	<p>Whilst construction works may have a limited impact on adjoining occupiers within the locality, this would not be significant to warrant refusal. The applicant will be reminded within an informative of the general hours of operation and code of practice during construction.</p>
<p>The most recent extensions have resulted in the school being regularly being hired out at weekends and evenings for non-school purposes for adults, particularly leisure uses, for which they do not have permission.</p>	<p>The school falls within the D1 use class "non residential institutions" which allows for the school to be used for general purposes within this use class .</p>
<p>The proposal will result in an increase in road congestion which is already unacceptable. The proposal will result in further negative impacts including air quality, noise, safety and congestion.</p>	<p>The proposal will not accommodate any additional pupils within the development. However, it is noted that the school has increased in capacity by one form of entry since the last Travel Plan, therefore a condition will be included to ensure it is updated to promote better use of sustainable and public transport to mitigate against any additional impact resulting from the historical increase in pupil numbers.</p>
<p>There has been a lack of wider consultation on the proposal.</p>	<p>The council has a requirement to consult adjoining occupiers. In consideration that the proposal will not increase pupil numbers, the extent of the consultation is considered to be acceptable.</p>
<p>The school's expansion is too large for its site and cannot accommodate the level of growth proposed.</p>	<p>It is acknowledged the school has expanded in recent years to accommodate further growth and to meet its educational needs. In consideration of the shortage of available land for schools within London, accommodating growth on existing school sites is in line with the council's policies, the London Plan and the National Planning Policy Framework.</p>
<p>It is not clear why additional classroom</p>	<p>It is understood that the school's Sixth Form facility is currently</p>

space is required in consideration that no additional school places are required. This appears to be at odds with the statement that “demand” may increase because of the extension.

operating in cramped and unsuitable conditions which is why the extension is needed. Although the school has not stated that the extension will increase demand for places, it is often the case that newer facilities increase the desirability for places which is why the case officer has required that impact on demand is considered as part of the updated Travel Plan.

7. Conclusion

The proposed scheme complies with the relevant policies for school development; accordingly approval is recommended.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

- (1) The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment

Environmental Protection: in terms of protecting specific features of the environment and protecting the public

Transport: in terms of sustainability, safety and servicing needs

Community Facilities: in terms of meeting the demand for community services

Brent Core Strategy 2010

The London Plan 2011

Supplementary Planning Guidance Note 17 - Design Guide for New Development

CONDITIONS/REASONS:

- (1) The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements 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 drawing(s) and/or document(s):

1202-ex-01; 1202-ex-02; 1202-pl-02 Revision A; 1202-pl-03 Revision A; 1202-pl-04; 1202-pl-01 Revision B received 15/01/2013.

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

- (3) Works for the extensions to the school hereby approved under application reference 12/2942

shall not be implemented if works to implement application reference 12/3110 are commenced.

Reason: To safeguard the amenities of the locality.

- (4) All areas shown on the plan and such other areas as may be shown on the approved plan shall be suitably landscaped with trees/shrubs/grass in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscaping work shall be completed during the first available planting season following completion of the development hereby approved.

Such scheme shall indicate:

- Screen planting along the western boundary with Greenway.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (5) Prior to the occupation of the new development, an updated School Travel Plan shall be submitted to and approved in writing by the local planning authority. The Travel Plan shall reflect the increase in pupil numbers resulting from additional school places since 2007 and shall be implemented in full accordance with the approved details within three months of the occupation of the development and adhered to thereafter.

Reason: In the interests of encouraging non-car modes of transportation.

- (6) Details of materials for all external work, including samples, detailed drawings and sections, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

INFORMATIVES:

- (1) The applicant is advised that during demolition and construction on site:
- The best practical means available in accordance with British Standard Code of Practice B.S.5228: 1984 shall be employed at all times to minimise the emission of noise from the site
 - The operation of site equipment generating noise and other nuisance-causing activities, audible at the site boundaries or in nearby residential properties, shall only be carried out between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and at no time on Sundays or Bank Holidays
 - Vehicular access to adjoining premises shall not be impeded
 - All vehicles, plant and machinery associated with such works shall at all times be stood and operated within the curtilage of the site only
 - No waste or other material shall be burnt on the application site
 - A barrier shall be constructed around the site, to be erected prior to work commencing
- A suitable and sufficient means of suppressing dust must be provided and maintained
- (2) The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk

Any person wishing to inspect the above papers should contact Laura Jenkinson, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5276