



Planning Committee Map

Site address: Asquith Court Schools, 9 The Ridgeway, Harrow, HA3 0LJ

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This map is indicative only.

RECEIVED: 21 December, 2012

WARD: Kenton

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Asquith Court Schools, 9 The Ridgeway, Harrow, HA3 0LJ

PROPOSAL: Construction of 2 x vehicular accesses onto Draycott Avenue to provide 'entrance' and 'exit' to serve new hardstanding for six on-site parking spaces and parent drop-off zone, pergola, re-location of lamp post, alterations to landscaping and play areas and other associated alterations.

APPLICANT: Asquith Nurseries Ltd

CONTACT: CMC Projects LLP

PLAN NO'S:
See Condition 2.

RECOMMENDATION

To:

- (a) Resolve to Grant Planning Permission, subject to an appropriate form of Agreement in order to secure the measures set out in the Section 106 Details section of this report, or
- (b) If within a reasonable period the applicant fails to enter into an appropriate agreement in order to meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document, to delegate authority to the Head of Area Planning, or other duly authorised person, to refuse planning permission

SECTION 106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following:

- (a) Payment of the Councils legal and other professional costs in
 - (i) preparing and completing the agreement; and
 - (ii) monitoring and enforcing its performance.
- (b) Travel Plan to encourage an increase in sustainable modes of travel, to be reviewed annually and re-written every three years to ensure that it continues to reflect the travel and transport issues.
- (c) Section 278 works to comprise:
 - relocation of lamppost;
 - provision of dropped kerb in accordance with approved details;
 - signage as required.

EXISTING

The application site relates to No. 9 The Ridgeway; it is located on the corner of Draycott Avenue and the Ridgeway, and is in use as a childrens Day Nursery. There are currently 14 full time and 47 part time pupils, alongside 19 full and part time staff.

To the western elevation fronting Draycott Avenue there is an existing raised pedestrian crossover just under 10m from the junction with The Ridgeway, directly adjoining a pedestrian access to the Day Nursery. The site frontage adjoining Draycott Avenue is landscaped with shrubs, a low boundary wall and two significant mature trees. Beyond the pedestrian entrance to the north of the site at a width of just under 20m there is a close boarded fence approximately 1.8m in height, and beyond this a playground with a chain link fence 3m in height.

The frontage of the site adjoining The Ridgeway has a landscaped front boundary approximately 7m deep

with a pedestrian access located just under 8m from the junction with Draycott Avenue. There are no parking controls within the locality although there are double yellow lines on Draycott Avenue and "School - Keep Clear" markings to The Ridgeway.

The surrounding uses are predominantly residential. The subject property is not listed, nor is it in a Conservation Area.

PROPOSAL

This application seeks to construct two 3.6m wide vehicular accesses from Draycott Avenue to the Asquith Day Nursery to provide an 'entrance' and 'exit' parent drop-off point. The drop off point would facilitate four parking spaces to the existing nursery alongside the provision of two staff parking spaces. The 'entrance' would be via the northernmost crossover located approximately 45m from the junction of Draycott Avenue and The Ridgeway, and the 'exit' would be located further south approximately 25m from the junction.

Other alterations include a new pergola, the re-location of the lamp post and alterations to the hard and soft landscaping and play areas.

HISTORY

The most recent related site history (not exhaustive) is as follows:

12/2218: Construction of 2 x vehicular access onto Draycott Avenue to provide 'entrance' and 'exit' to serve new hardstanding for on-site parking (6 designated parking spaces) and parent drop-off zone, alterations to play areas including provision of timber pergola and other associated alterations - Withdrawn

08/0504: Details pursuant to conditions 5 (cycle store) and 6 (materials) of full planning permission reference 07/0059, dated 14 January 2008, for erection of single-storey rear extension, formation of parent drop-off area, erection of pagoda and toy store in side/rear gardens, cycle/buggy store in front garden of nursery, and installation of new, close-boarded fence, subject to a Deed of Agreement dated 10th January 2008 under Section 106 of the Town and Country Planning Act 1990, as amended (as accompanied by sample board '08103' and details of bike racks) – Granted, 08/10/2008

08/0134: Details pursuant to condition nos. 3 (landscaping) and 4 (tree-protection method statement) of Full Planning Permission reference 07/0059, dated 14 January 2008, for erection of single-storey rear extension, formation of parent drop-off area, erection of pagoda and toy store in side/rear gardens, cycle/buggy store in front garden of nursery, and installation of new, close-boarded fence, subject to a Deed of Agreement dated 10th January 2008 under Section 106 of the Town and Country Planning Act 1990, as amended – Granted, 08/10/2008

E/07/0417: Without advertisement consent, the display of advertisements – Take no further action, 28/08/2008

07/0059: Erection of single-storey rear extension, formation of parent drop-off area, erection of pagoda and toy store in side/rear gardens, cycle/buggy store in front garden of nursery, and installation of new, close-boarded fence and subject to a Deed of Agreement dated 8/01/2008 under Section 106 of the Town and Country Planning Act 1990 (as amended) and subject to a Deed of Agreement dated 10th January 2008 under Section 106 of the Town and Country Planning Act 1990, as amended – Granted, 14/01/2008

06/1566: Erection of first floor side and rear extension – Refused, 01/08/2006

06/1402: Outline application for erection of a new dwellinghouse (matters determined: siting and access) – Refused, 17/07/2006

04/2674: Construction of a single-storey detached nursery block with a hipped, tiled roof and brick-clad external walls and access paths - Application withdrawn, 16/12/2004

E/98/0536: Erection of temporary classroom – enforcement case closed, classroom retained

97/1027: Retention of detached outbuildings – Dismissed, 19/05/1998

95/1530: Erection of first floor extension and alterations to existing school (as revised by plans dated 27/11/95) – Granted, 09/01/1996

94/2017: Renewal of temporary planning permission Ref: 91/0358 dated 1/7/91 for the retention of a single storey temporary classroom – Granted, 08/03/1995

POLICY CONSIDERATIONS

Brent Core Strategy 2010

CP17 *Protecting and enhancing the suburban character of Brent*

CP23 *Protection of existing and provision of new Community and Cultural Facilities*

Brent Unitary Development Plan 2004

BE2 *Townscape: Local Context & Character*

BE7 *Public Realm: Streetscape*

BE9 *Architectural Quality*

H22 *Protection of Residential Amenity*

TRN3 *Environmental Impact of Traffic*

TRN12 *Road Safety and Traffic Management*

TRN14 *Highway Design*

TRN22 *Parking Standards in Non Residential Development*

TRN34 *Servicing in New Development*

PS12 *Standard for D1 uses*

PS15 *Standard for wide bay Parking*

PS16 *Cycle Parking Standards*

CF2 *Location of small scale community facilities*

CF3 *Protection of community facilities*

Brent Supplementary Planning Guidance

SPG17 - Design Guide for new development

CONSULTATION

A total of 22 neighbours and the Kenton Ward Councillors were consulted on the proposal. One objection was received from a member of the public and another from Councillor Colwill (Ward Councillor).

The two objections to the proposals are on the following grounds:

- The proposal would lead to an increase in traffic generation, thus exacerbating noise and congestion to Draycott Avenue and The Ridgeway;
- The proposal would lead to dangerous on-street parking, obstructing entrances and exits during peak traffic hours;
- Draycott Avenue and The Ridgeway already suffer from heavy commuter parking. The proposal would exacerbate this situation;
- The proposed drop off point would increase in traffic generation for parents seeking to use the drop off point, resulting in queuing vehicles on Draycott Avenue
- There are two old people's homes at 57, 59 and 70 Draycott Avenue whose staff also use the surrounding roads for on-street parking
- The proposed "entry" and "exit" points are too close to the pedestrian crossing and cross roads and would compound the problem of pedestrian and highway safety in an already busy location, particularly for small children using the crossing.

Transportation - The application can be supported on transportation grounds as the proposed development for the setting down area forms part of the wider Travel Plan policy, the location of the vehicular crossing and the parking and access is acceptable.

REMARKS

Key considerations

The main planning issues are considered to be:

- 1) Site history
- 2) Impact on traffic generation and on-street parking;
- 3) Impact on highway safety;
- 4) Trees and landscaping
- 5) Visual impact and impact on amenity;
- 6) Loss of play space;
- 7) Response to objections.

1) Site history

This application relates to Asquith Day Nursery located on the north-eastern corner of the junction of The Ridgeway and Draycott Avenue. As set out in the *Planning History*, planning permission was granted in 2007 (LPA Ref: 07/0059) for a single storey extension to the nursery. Whilst the "drop off zone" is included in the description of development, it is noted that this element of the scheme was omitted from the proposal as required by the Planning Committee before resolving to grant planning permission. This element of the scheme is not shown on the approved plans.

Members did not support the drop-off zone as they did not consider that the off-street parking and the drop off facilities would address the current traffic problems at the nursery.

A further planning application was submitted in 2011 to implement a parent drop-off area as outlined above, however the application was later withdrawn as the Council's Highways department objected to the application on the grounds that no Travel Plan had been provided, as required within the Legal Agreement relating to application reference 07/0059. Furthermore, no Safety Audit or Speed Check had been provided to sufficiently demonstrate that Members' original concerns about traffic generation and highway safety had been addressed. An updated Travel Plan, Safety Audit and Speed Check have now been provided and the application for the proposed "drop off" point re-submitted.

2) Impact on traffic generation and on-street parking

The Asquith Day Nursery has 19 staff with 14 full time children and 47 part time children in attendance. The nursery hours are 07:00 to 18:00.

At present, the nursery has no off-street parking spaces for its staff or visitors which results in staff parking on street and parents, when dropping their children off by car, parking on the street or on the existing double yellow lines.

The area of Draycott Avenue, The Ridgeway and the surrounding streets has no Controlled Parking Zone (CPZ) despite the area being in a Public Transport Accessibility Level of 4 ("Moderate") and is noted the site is located just over 450 metres from Draycott Avenue Underground Station and just under 500m from Northwick Park Overground and Underground Stations. The area of Draycott Avenue, The Ridgeway and the surrounding streets therefore suffer from commuter parking during the daytime given that there are no parking restrictions.

The Council's parking standards allow for a maximum of six staff parking spaces; the proposed car parking on site is therefore considered acceptable in principle providing 2 staff parking spaces and 4 spaces for parents dropping off and picking up children. Whilst it is noted that the provision of 'drop-off zones' are not generally supported because they do not assist in encouraging the use of alternative modes of transport to the car, the Council's Highways Department provide strong support for the drop-off bay in this instance for the

following reasons:

- Changes are required to alleviate traffic congestion within the area;
- The area is heavily parked during the day and the proposal will help reduce on-street parking;
- The 'drop-off zone' will mean there is no need for cars to reverse along Draycott Avenue as they will be able to enter and leave the site in forward gear;
- Detailed Travel Plan required to assist in minimising car use.

Although there is the potential for the drop off point to encourage additional car trips by parents and staff, a Travel Plan has been submitted which includes a baseline survey of travel patterns since the expansion of the nursery after 2007. Surveys have been carried out to establish the existing modes of transport used by both staff and parents. Safety was identified as one of the reasons why parents would not walk to the nursery; the proposal will formalise the drop-off arrangements which it is hoped will alleviate parking problems close to the nursery and help address safety concerns. The Travel Plan have been provided with a commitment to on-going development and implementation of initiatives to restrict vehicular travel, and the targets include reduction of staff travel by car by 5% and parent travel by car by 5% September 2014.

It is also noted that eight cycle parking spaces for the nursery will be provided which exceeds the requirement of 3 spaces. An additional buggy store close to the tarmac area will also encourage walking. Concerns have been raised regarding the potential for cars to queue to enter the site however it is considered the new arrangement will enable the drop-off to be more 'time efficient' within children dropped off within the site. As a result, parents will be stopping for a shorter period which will be an improvement on the existing situation.

3) Provision of additional vehicular accesses and impact on highway safety

The case officer requested that a Safety Audit and Speed Check be provided as part of the application to highlight whether the Planning Committee's safety concerns with regard to the previous application could be appropriately addressed.

A Speed Survey has been undertaken which showed that the northbound and southbound average speeds (i.e. 24.7mph) require visibility splays of 33m; as such it has been evidenced that these splays can be achieved thus addressing any issue that the crossovers could cause any highway safety impacts.

It is also noted that the safety audit highlighted a number of safety issues in relation to the proposal including kerb sizes, traffic signs etc. and all of these recommendations have been accepted and the plans amended.

There are two existing BT Telecommunications boxes to the north of the proposed 'exit' from the nursery; it is noted they will not cause any visibility or safety issues as stated in the Safety Audit and will be retained.

4) Trees and landscaping

There are two mature trees, some shrubs, significant soft landscaping and a low boundary wall fronting Draycott Avenue forming an attractive front boundary to the site and are to be retained. Although permeable paving is encouraged to the front boundary, it is noted that the removal and replacement of hard surfacing could potentially damage the existing tree roots therefore full details of the proposed hard landscaping materials would need to be considered as set out within the Tree Protection Method Statement. A condition will be included to this effect. In consideration that the proposal will include some loss of soft landscaping, this should be appropriately replaced with enhancements to the front boundary.

A condition will therefore be included to ensure that further details of the hard and soft landscaping materials to Draycott Avenue are provided.

5) Visual impact and impact on amenity

The proposal is not considered to have a significant impact on amenity in relation to the adjoining residential

uses given that the drop off point and proposed parking spaces will be used only within the daytime, and it is not considered that the crossover will have an unacceptable highways impact on adjoining residents.

It is noted that whilst the application proposes to provide two additional accesses points in Draycott Avenue, the application will not increase the level of hardstanding at the site in consideration that the crossovers will be provided to the existing playground. A condition will be included to secure the retention of the two existing mature trees alongside enhanced landscaping.

The pergola is considered visually acceptable and full details of the materials will be required to be submitted.

6) Loss of playspace

Whilst it is noted that the proposal will result in some loss of some playspace, given that the application relates to a private nursery and not a school this cannot be controlled by this planning application.

It is noted enhanced play facilities will be provided; a condition will be included to ensure that details of the play equipment is agreed in writing by the council prior to the implementation of the permission

7) Response to objections

Two objections have been received in relation to the proposal; the case officer has responded to each of these outlined below:

Objection	Officer response
The proposal would lead to an increase in traffic generation, thus exacerbating noise and and congestion to Draycott Avenue and The Ridgeway	The proposal will help to remove some of the vehicles that currently use the street for uncontrolled parking and the Travel Plan will reduce vehicle use. For more information see Section 2.
The proposal would lead to dangerous on-street parking, obstructing entrances and exits during peak traffic hours	See Sections 2 and 3 above
Draycott Avnue and The Ridgeway already suffer from heavy commuter parking. The proposal would exacerbate this situation;	See Sections 2 and 3 above
The proposed drop off point would increase in traffic generation for parents seeking to use the drop off point, resulting in queuing vehicles on Draycott Avenue	See Sections 2 and 3 above.
There are two old people's homes at 57, 59 and 70 Draycott Avenue whose staff also use the surrounding roads for on-street parking	It is acknowledged there is heavy daytime on-street parking on Draycott Avenue. The proposal will help to alleviate the on-street parking problem through the increase in off street parking provision and through the implementation of the Travel Plan.
The proposed "entry" and "exit" points are too close to the pedestrian crossing and cross roads and would compound the problem of pedestrian and highway safety in an already busy location, particularly for small children using the crossing.	The Speed Check and the Safety Audt have calculated the recommended visibility distances along the street and the recommendations of the Safety Audit have been followed. See section 3 above for more information.

Conclusion

On balance, the proposal is considered to comply with policies BE2, BE7, BE9, TRN3, TRN12, TRN14, TRN22 and PS12. Approval is recommended, subject to a Legal Agreement and Conditions.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent subject to Legal agreement

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

Brent Unitary Development Plan 2004
Central Government Guidance
Council's Supplementary Planning Guidance

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

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):

432:02:01
432:01:00
432:04:00
"Transport Assessment" November 2012
"2012 Travel Plan"

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

- (3) Prior to commencement of development, details of signage to be provided on site shall be submitted to and approved in writing by the local planning authority. The signs shall be installed prior to use of the access in accordance with the approved details and thereafter retained.

Reason: To ensure appropriate signage is provided on site.

- (4) No development shall commence unless all areas shown on the plan(s) and such other areas as may be shown on the approved plan(s) shall be suitably hard and soft landscaped and a scheme is to be submitted to and approved in writing by the Local Planning Authority. prior to commencement of development on site.

Such landscape works shall be completed prior to first use of the parking area. Such details shall include:-

- (i) Hard landscaping and boundary treatments to the proposed drop-off point at Draycott Avenue including details of materials, finishes, drawings and sections;
(ii) Proposed boundary treatments including the pergola/ walls/ fencing, indicating materials and heights;
(iii) Enhanced screen planting along the site boundary of Draycott Avenue including location,

- species, density, pot size and numbers;
- (iv) Any sustainable construction methods which are to be used;
- (v) The retention of all existing soft landscaping to The Ridgeway;
- (vi) Trees to be retained within the site;
- (vii) Details of all structures, street furniture and play equipment;

Any trees and shrubs planted in accordance with the landscaping scheme, including those trees indicated to be retained, 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.

- (5) Prior to the commencement of any works on site, a Tree Survey and Arboricultural Method Statement, to include the protection of existing trees, hedges and shrubs, shall be submitted to and approved in writing by the Local Planning Authority. These shall adhere to the principles embodied in BS5837:2012 and shall indicate exactly how and when the trees will be protected during the site works. Provision shall also be made for supervision of tree protection by a suitably qualified and experienced arboricultural consultant and details shall be included within the tree protection statement.

The development shall be carried out strictly in accordance with the approved Tree Survey and Arboricultural Method Statement.

Reason: To ensure retention and protection of trees on the site in the interests of amenity.

INFORMATIVES:

- (1) If the development is carried out it will be necessary for the lamp post to be relocated and two crossings to be formed over the public highway by the Council as Highway Authority. This will be done at the applicant's expense in accordance with Section 184 of the Highways Act 1980. Application for such works should be made to the Council's Streetcare Section, Brent House, 349 High Road Wembley Middx. HA9 6BZ Tel 0181 937 5050.

REFERENCE DOCUMENTS:

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