

COMMITTEE REPORT

Planning Committee on 26 August, 2015
Item No 11
Case Number 15/0977

SITE INFORMATION

RECEIVED: 18 June, 2015

WARD: Kenton

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

PROPOSAL: Installation of a single storey modular temporary classroom building in the school's playground and extension to existing car park (relocation of approved proposal reference 14/3781)

APPLICANT: LB Brent: Regeneration & Growth

CONTACT: Watts Group PLC

PLAN NO'S: *Plans and Documents:*
120985/AR/OS/JJP/PRO/001
120985/AR/BL/JJP/PRO/002
120985/AR/PRO/003 Rev. A
120985/ST/PRO/004 Rev. A
120985/ST/PRO/005 Rev. A
120985/AR/BL/PRO/008 REV A (Car Park Proposed)
Proposed Layout (Revised 16.10.14)
14186.SS.001 T2 MEP Services
120985/AR/PRO/003 (Car Park Existing)
Proposed Layout Revised 16.10.14

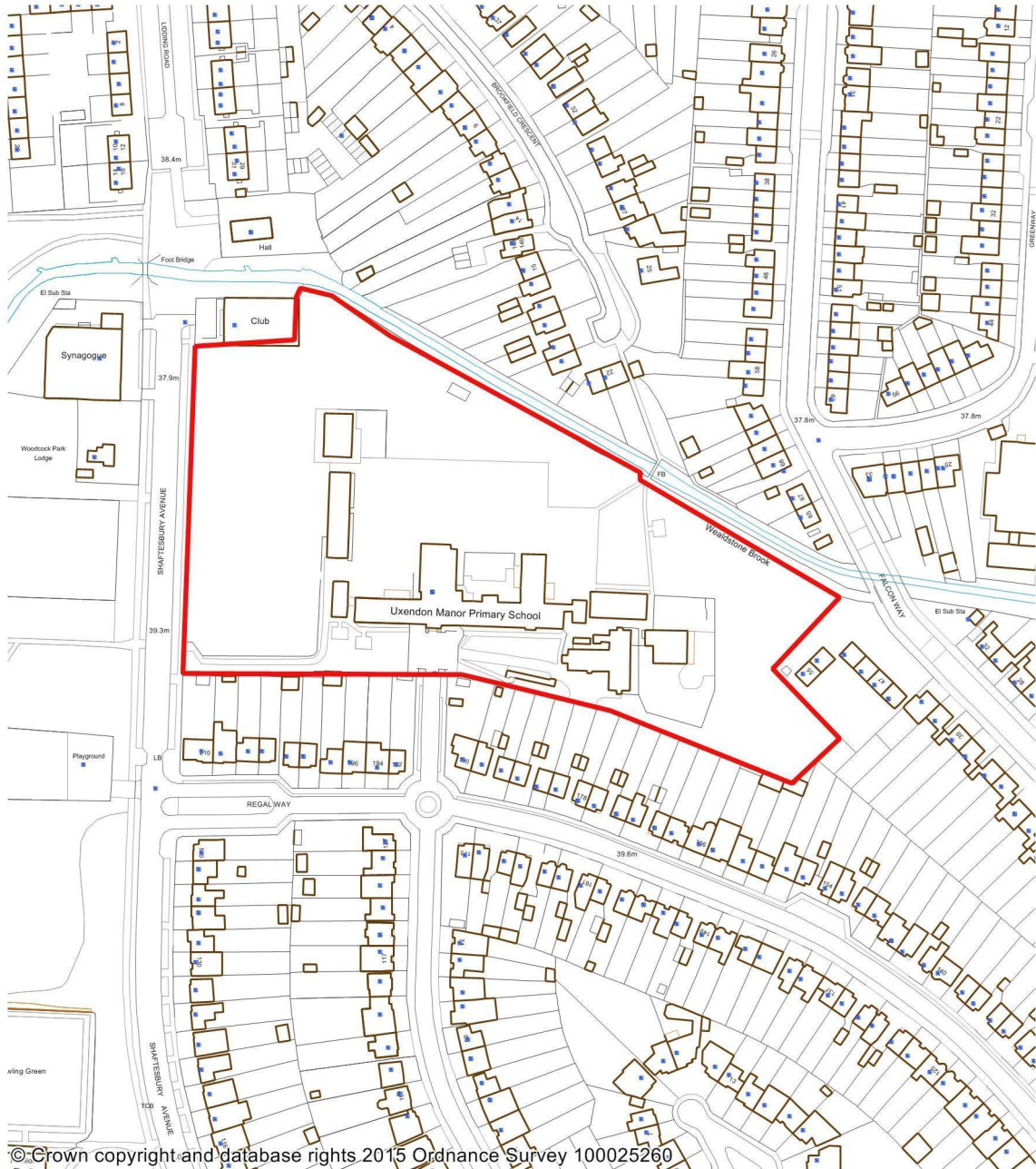
SITE MAP



Planning Committee Map

Site address: Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

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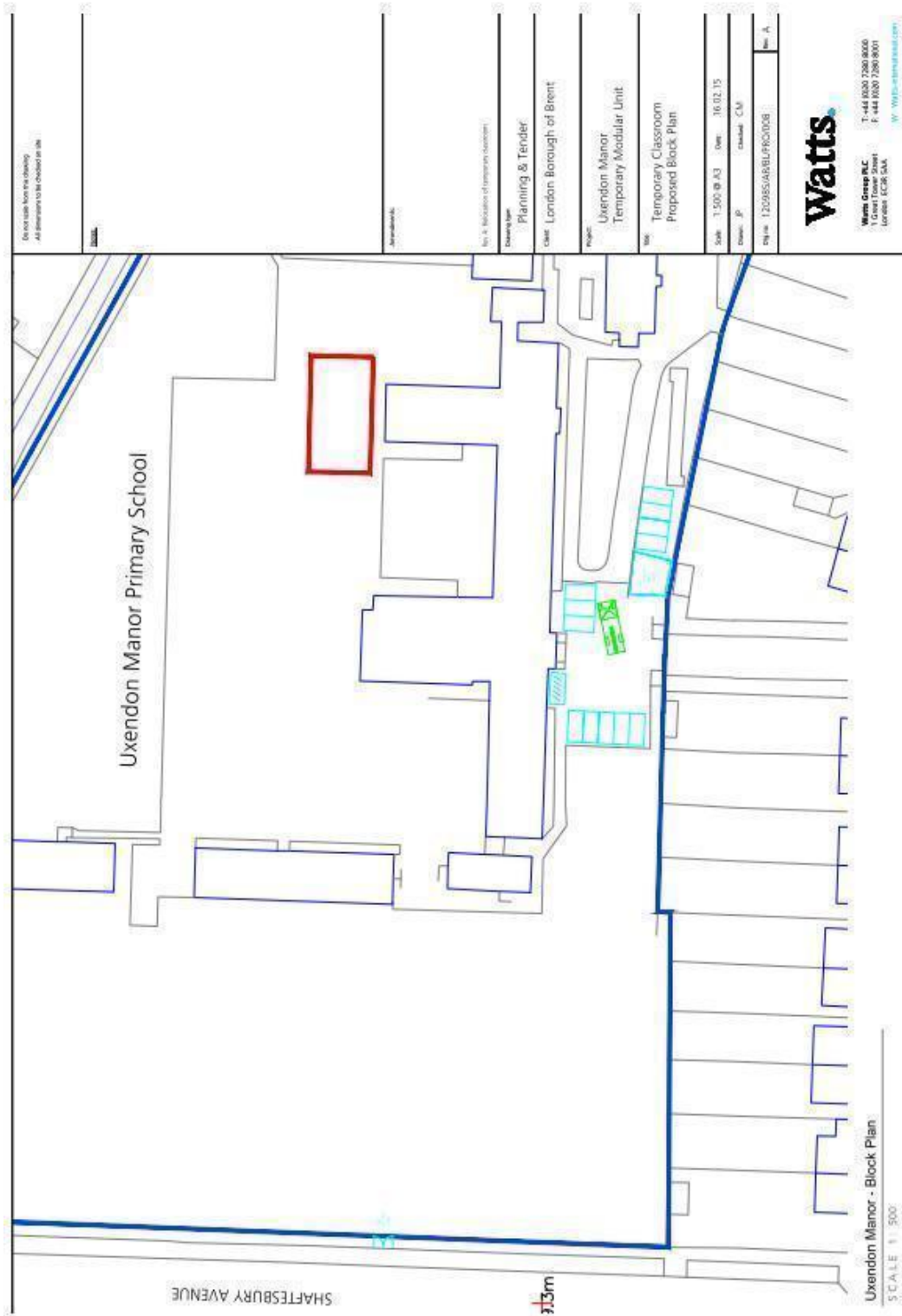


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This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

Proposed Block Plan



RECOMMENDATIONS

Grant temporary consent, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Installation of a single storey modular temporary classroom building in the school's playground and extension to existing car park (relocation of approved proposal reference 14/3781). The works have been carried out.

B) EXISTING

The site is located at the northern end of Vista Way and this stretch of road (approx. 40m) only serves the school. The carriageway is approx. 6m wide and has parking restrictions for 'school keep clear' on one side and no restrictions on the other side. There is a mini roundabout at the end road serving the junction, Regal Way and Vista Way.

There is also an access into the school from Shaftesbury Avenue with 'school keep clear' markings in the vicinity of the entrance. There are no parking restrictions along the rest of Shaftesbury Avenue.

The school operates Monday to Friday and has various after school activities. The main school day starts at 08:50 for all primary pupils and finishes at 15:10 for Infants and 15:20 for Juniors. Before and after school clubs and activities are provided to further stagger arrivals and departures. The on-site nursery runs 2 sessions per day between, which are held between 08:30 – 11:30 and 12:30 – 15:30. 52 nursery pupils are split between the 2 sessions.

The site has very low access to Public Transport services, PTAL 0, with access to no bus routes or train stations within walking distance.

The entrance to the school, at the end of the road, is gated. The site has a vehicular crossover and a pedestrian footpath at the entrance.

In September 2014 an additional 30 reception children started. In order to accommodate these additional pupils, an existing music room and office were converted. These pupils have now been re-located to the temporary classroom subject to this application.

D) SUMMARY OF KEY ISSUES

Principle: The applicant has outlined that the classroom is to allow the school to reinstate facilities lost in September 2014 when an additional 30 reception children started, and will not result in any additional pupils from this development. The principle of the development is acceptable subject to meeting other policy objectives.

Design & Residential Amenity : The building is modest in scale and located behind the existing school buildings. It is set some distance from the site boundaries and will have no significant impact on residential amenity.

Transportation: The proposal does not result in any additional pupils therefore will not result in transport concerns.

RELEVANT SITE HISTORY

Detailed planning history. Most recent applications are as follows:

15/1934 - Erection of 2 temporary modular classroom buildings with associated internal wc's and store in the school ground – under consideration

14/3781 - Installation of single storey modular temporary classrooms in the playground of Uxendon Manor

School – granted 13/02/2015

10/1654 - Erection of a two storey access lift to rear of school building as revised by plans received 05/08/2010 – granted 13/08/2010

09/1662 - Installation of replacement double-glazed, aluminium-framed windows to school building – granted 22/10/2009

CONSULTATIONS

Consultation letters were sent out to 43 neighbouring properties in June 2015. A site notice was also displayed in Regal Way and another on Shaftesbury Avenue.

5 objections have been received. A summary of the matters raised along with Officer Comment are set out in the table below.

Objection	Officer Comment
Impact on traffic during drop off and collection times	The proposal is for a temporary classroom only, and will allow the school to re-instate the facilities lost in September 2014 when there was an increase in pupil numbers (additional 30 pupils) See paragraph 12-17 for Transportation considerations.
Safety from vehicular activity – vehicle and pedestrian	See above.
Impact on privacy of neighbouring gardens	See paragraph 10-11
Increase in new buildings cause flooding	See paragraph 19-21
Implications on the wider development proposal; objection to the use of step wise development	The applicant has entered into discussions with Brent's Planning Department regarding the proposed wider development of the School. This is not considered as part of the current application.
The classroom has already been constructed in the revised location, rather than the location approved under application ref. 14/3781	The retrospective application is to deal with the revised location as the initial location was not appropriate.

Kenton Ward Councillors – No comments received to date

Environmental Health – No comments to make

Landscape and design – No objections

Transportation - No objections

The Environment Agency –

The proposed development lies within Flood Zones 2 & 3 and is over 20m from the main river. We have produced a series of standard comments for local planning authorities and planning applicants to refer to on 'lower risk' development proposals where flood risk is an issue, to replace direct case by case consultation with us. This planning application sits within this category and you do not need to consult us. These standard comments are known as Flood Risk Standing Advice (FRSA). FRSA can be viewed on our web site at <https://www.gov.uk/flood-risk-standing-advice-frsa-for-local-planning-authorities>. We recommend that you view our standing advice in full on our web site before making a decision on this application. We do not need to be consulted further on this application.

Sport England – No comments to make

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of particular relevance to the determination of the current application

The National Planning Policy Framework (NPPF)

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces planning Policy Guidance and Planning Policy Statements with immediate effect. It includes a presumption in favour of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant.

Paragraph 72 of the NPPF states 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. 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.

Paragraph 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.

The London Plan, 2015

The London Borough of Brent LDF Core Strategy 2010

CP18 – Protection and Enhancement of Open Space, Sports and Biodiversity

CP19 – Brent Strategic Climate Mitigation and Adaptation Measures

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

The London Borough of Brent Unitary Development 2004 ('saved' policies)

BE2- Townscape- Local Context and Character

BE5 – Urban Clarity & Safety

BE8 – Lighting and Light pollution

BE9- Architectural quality

BE12 – Sustainable Design Principles

BE17 – Building services equipment

EP2 – Noise & Vibration

EP6- Contaminated Land

H22 – Protection of Residential amenity

TRN3 – Environmental Impact of Traffic

TRN4 – Measures to make Transport Impact acceptable

TRN11 – The London Cycle Network

TRN22 – Parking standards- non-residential developments

TRN34 – Servicing in New development

TRN35 – Transport access for disabled people and others with mobility difficulties

CF2- Location of small scale Community Facilities

CF10 – Development within school grounds

DETAILED CONSIDERATIONS

Introduction

1. Planning application 14/3781 was approved earlier this year for a single storey modular building incorporating two classrooms with associated WC facilities located on the playground in front of the main building. This was to replace ancillary accommodation (music room and library) that was lost due to a 30 place bulge class that started in 2014 within existing accommodation in the main school (no planning approval required).
2. The current application is for the same modular building as approved under 14/3781; however, following advice from Building Control the location of the previously approved classroom was revised.
3. The proposal is for a single storey modular building incorporating two classrooms with associated WC facilities, located within the grounds of Uxendon Manor Primary School. The temporary building is proposed until December 2016 and will be located within the existing hard-surfaced play area to the north of the school main building.
4. The applicant has outlined that the classroom is to allow the school to reinstate facilities lost in September 2014 when an additional 30 reception children started, and will not result in any additional pupils from this development.
5. The school has also submitted an application (ref. 15/1934) is for an additional 2 temporary modular classrooms which will be located on the school playground opposite the main building. This application will be considered separately.
6. The school currently has 471 pupils with consented capacity for 510 pupils (450 primary pupils plus 60 nursery pupils) and 64 full time staff. This includes the additional 30 pupils from 2014. The School has entered into pre-application discussions with the Planning Department regarding a proposed wider school expansion; the planning merits of such a proposal will be considered if a planning application is submitted. The applicant has clarified that, should the permanent expansion not be approved, the 30 children who started in 2014 and the 60 children who are expected to start in 2015 (subject to approval of application 15/1934) will continue to the end of their primary education, using the temporary accommodation described above, however no additional children will be added as would happen in a permanent expansion. As such, if the wider expansion was not approved the maximum number at the school would be 570 (510 primary pupils plus 60 nursery pupils) and after 7 years the temporary accommodation could be removed.

Scale and Design

7. The temporary modular building was pre-existing and relocated to Uxendon Manor Primary. It measures approximately 19m x 10m with a height of 3.5m and located within the existing hard-paved play area to the north of the school main building. The modular building will be positioned at least 1500mm from the existing school building to allow access around the unit.
8. Photos of the building as existing show that the structure has an internal layout as shown on the proposed plans.
9. The external cladding has been painted grey. The building is raised on set foundations and is raised up approximately 170mm to 200mm due to the change in ground level. The finished floor level, measured at the lobby entrance, is 540mm high.
10. Disability access is provided to both classrooms and the lobby with ramps at a slope of 1:12. This complies with SPG12. Both WC facilities are of sufficient size to accommodate wheelchair users. The site visit showed that the ramp to the main lobby is situated to the east of the door instead of the west, however this is not materially different.

Impact on amenity of neighbouring occupiers

11. The building complies with SPG17 in terms of the building massing in relation to neighbouring gardens. It is closest to properties fronting Brookfield Crescent and Cranleigh Gardens.
12. The classroom is positioned at least 36m from the nearest rear garden (21 Brookfield Crescent) and therefore any amenity impacts will be minor in nature. No noise assessment has been undertaken; however, as the proposal will not result in any increase in pupils the impact is not considered to be significantly greater than that produced by the existing School.

Transport

13. Policy PS12, which restricts car parking to a maximum of 1 car space per 5 staff. Therefore a maximum of 12.9 car spaces will be permitted for this site. PS12 also allow for visitor parking provision at school sites; however this should be no more than 20% of the total staff parking provision, with a minimum, provision of one space.
14. The site has a car parking to the front and eastern corner of the site. Drawing number 120985/AR/BL/PRO/008 shows that the site can accommodate 12 off street parking spaces and this will not be affected by the proposal. Therefore the total 12 off street parking spaces do satisfy Policy PS12. Aerial photography July 2013 also shows 6 vehicles parked on street, Vista Way, on the stretch of the road that serves the school only. This indicates that the on street parking, on this section of Vista Way, is operating at maximum capacity.
15. Standard PS12 also requires particular consideration to be given to setting down facilities for schools at the start and finish of the school day. The school does not appear operate a mini bus system neither does it have a designated drop off and pick up area. However, the school entrances, via Vista Way and Shaftesbury Avenue, are no through roads and therefore traffic in this area is low. There are no residential dwellings fronting this section of Shaftesbury Avenue which has a park, tennis courts, Synagogue and the school's fields. The street is over 7m wide and therefore can accommodate parking on both sides of the road and therefore overspill of parking onto Shaftesbury Avenue is not likely to inconvenience residents. In addition to this, Vista Way and Regal Way in the vicinity of the school and the mini roundabout have double yellow lines to prevent obstructive parking.
16. The school interacts with Brent's School Road Safety Team and has an up to date School Travel Plan (June 2015) which Brent's school road safety team and TfL have now approved a 'gold' accreditation. The school has reduced the proportion of children travelling by car from 38% to 23% since 2011. It is however noted that the Travel Plan does not include the additional 30 pupils from 2014 therefore a condition is recommended to require this Plan to be updated to reflect the changes in pupil numbers.
17. The June 2015 School Travel Plan states that 20 Sheffield Stand spaces are provided on-site (10 stands). The School is also scheduled to receive an additional 2 cycle shelters containing 40 additional cycle parking spaces (20 stands) in the near future.
18. In conclusion, the parking requirements remain unchanged as a result of the development. There are no objections to this proposal in principle, subject to there being no increase in pupil numbers.

Car Park Extension

19. The application also proposes to increase the size of the front car park, off Vista Way. The number of parking spaces will not be increased. The purpose is to allow greater room for fire truck access. There will be minimal impact on neighbouring dwellings resulting from the changes as the number of vehicles parking in this car park will not be increased. A condition will be added that the 12 parking spaces be clearly marked out.

Flood Management

20. The subject site is within Flood Zone 2. As such, it is a medium risk site. However, the proposed development is to an educational facility and is therefore considered 'more vulnerable'.
21. The applicant has provided details of flood management for the proposal, including a Flood Risk Assessment, as part of the previous application. As part of that report the following recommendations were made:
 - Temporary structure to be on stilts. Finished Floor Level should be set no lower than 38.07m to provide 300mm freeboard above EA modelled flood levels.

- Safe access and egress is available from the school site to Vista way to the south.
- The site manager should sign up to the EA Floodline Warnings Direct service.
- A flood plan should be developed, or an existing flood plan for the school (if available) updated to include the new classroom.

22. The solid panels around the base of the unit will need to be modified to provide space to allow flood waters to flow under the structure with minimal obstruction. A condition is recommended in addition to requirements to develop a new/updated flood management plan.

Impact on sport provision

23. The development is located on an area of existing hard paved playground where there are some markings for play. However, the school is sited on large grounds with sufficient soft and hard stand play areas such that the proposal will not result in a significant loss of sports and recreational provision. As such, the proposal is considered to be consistent with Paragraph 74 of the NPPF.

24. A condition should be added to ensure that the hard stand play area is made good after the end of the temporary consent.

Conclusion

25. Subject to the conditions set out at the end of this report officers recommend approval for the application to install the single storey modular temporary classrooms until December 2016.

CIL DETAILS

This application is not liable to pay the Community Infrastructure Levy (CIL). This is because the application relates to an education use (use class D1) and has zero charge (£0).

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====
Application No: 15/0977

To: Mr Paul
Watts Group PLC
1 Great Tower Street
London
EC3R 5AA

I refer to your application dated 09/03/2015 proposing the following:
Installation of a single storey modular temporary classroom building in the school's playground and extension to existing car park (relocation of approved proposal reference 14/3781) and accompanied by plans or documents listed here:

Plans and Documents:

120985/AR/OS/JJP/PRO/001
120985/AR/BL/JJP/PRO/002
120985/AR/PRO/003 Rev. A
120985/ST/PRO/004 Rev. A
120985/ST/PRO/005 Rev. A
120985/AR/BL/PRO/008 REV A (Car Park Proposed)
Proposed Layout (Revised 16.10.14)
14186.SS.001 T2 MEP Services
120985/AR/PRO/003 (Car Park Existing)
Proposed Layout Revised 16.10.14

at Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

Planning Policy Guidance 17 – Planning for open space, sport and recreation
Planning Policy Statement 25 – Development & Flood Risk
Planning Policy Statement – A sporting future for the playing fields of England
Brent Unitary Development Plan 2004
Brent Core Strategy 2010
SPG17 - Design Guide for New Development
SPG12 – Access for disabled people, designing for accessibility

- 1 This permission shall be for a limited period only expiring on 31/12/2016 (unless a further application has been submitted to and approved in writing by the Local Planning Authority). Thereafter all buildings and associated infrastructure shall be removed from the site, and the playground shall be made good across the site, in the state that it is currently, unless otherwise agreed in writing by the Local Planning Authority

Reason: The building is of a temporary nature which the Local Planning Authority would not be prepared to approve other than for a limited period, having regard to its construction and/or effect on the visual amenity of the area.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

Plans and Documents:

120985/AR/OS/JJP/PRO/001
120985/AR/BL/JJP/PRO/002
120985/AR/PRO/003 Rev. A
120985/ST/PRO/004 Rev. A
120985/ST/PRO/005 Rev. A
120985/AR/BL/PRO/008 REV A (Car Park Proposed)
Proposed Layout (Revised 16.10.14)
14186.SS.001 T2 MEP Services
120985/AR/PRO/003 (Car Park Existing)
Proposed Layout Revised 16.10.14

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

- 3 The proposed development shall not result in a net increase in the number of pupils to the School (above 510) unless otherwise agreed in writing by the Local Planning Authority .

Reason: To ensure that the proposed development does not prejudice the enjoyment by neighbouring occupiers of their properties or harm the local highway network

- 4 No external lights shall be erected unless details are first submitted to and agreed in writing by the local planning authority through the submission of details, which shall then only be implemented in accordance with the approved details

Reason: In order to safeguard local residential amenities and in the interest of protecting local biodiversity.

- 5 No new plant machinery and equipment (including air conditioning systems) associated with the proposed development shall be installed externally on the building unless details are first submitted to and agreed in writing by the local planning authority through the submission of details, which shall then only be implemented in accordance with the approved details

Reason: In order to ensure adequate insulation and noise mitigation measures and to safeguard the amenities of adjoining occupiers and future occupiers

- 6 Prior to first use of the extended car park, the parking spaces shall be permanently marked out in accordance with the layout shown on the approved plans.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety within the site and along the neighbouring highway.

- 7 Planning permission 14/3781 shall not be implemented unless the building approved as part of this planning permission is first removed.

Reason: To ensure the proposal does not result in a further increase of accommodation.

- 8 Within 3 months of the date of this permission, an updated Travel Plan for the School shall be submitted to and approved by the Local Planning Authority, with the Travel Plan then to be fully implemented thereafter fully adhered to. The Travel Plan shall include the total number of pupils and staff and shall include measures to encourage sustainable travel and mitigate any impact that may arise from the increase in pupils and staff.

Reason: To ensure the free and safe flow of traffic in the area.

- 9 Within 1 month of the date of this permission, a new flood management plan shall be developed for the new classroom or the existing flood management plan for the school (if available) shall be updated to include the new classroom. Works shall also be carried out to modify the base of the building to provide perforation to allow the flow of flood water under the building.

Reason: To mitigate the impacts of flooding to the site.

INFORMATIVES

- 1 The applicant is reminded that this permission relates only to the erection of the temporary modular classroom. Any proposed wider expansion would require planning permission.
- 2 The applicant is advised to contact Thames Water to determine whether a network capacity investigation is required.
- 3 The applicant is advised that the School's flood management plan should be updated prior to the future occupation of the unit to mitigate the impacts of flooding to the site.

Any person wishing to inspect the above papers should contact Brigette Priestley, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 020 8937 5130