

# COMMITTEE REPORT

Planning Committee on 26 August, 2015  
Item No 10  
Case Number **15/1934**

## SITE INFORMATION

**RECEIVED:** 21 May, 2015

**WARD:** Kenton

**PLANNING AREA:** Kingsbury & Kenton Consultative Forum

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

**PROPOSAL:** Erection of 2 temporary modular classroom buildings with associated internal wc's and store in the school ground

**APPLICANT:** Brent Council

**CONTACT:** Curl La Tourelle Architects

**PLAN NO'S:** See Condition 2

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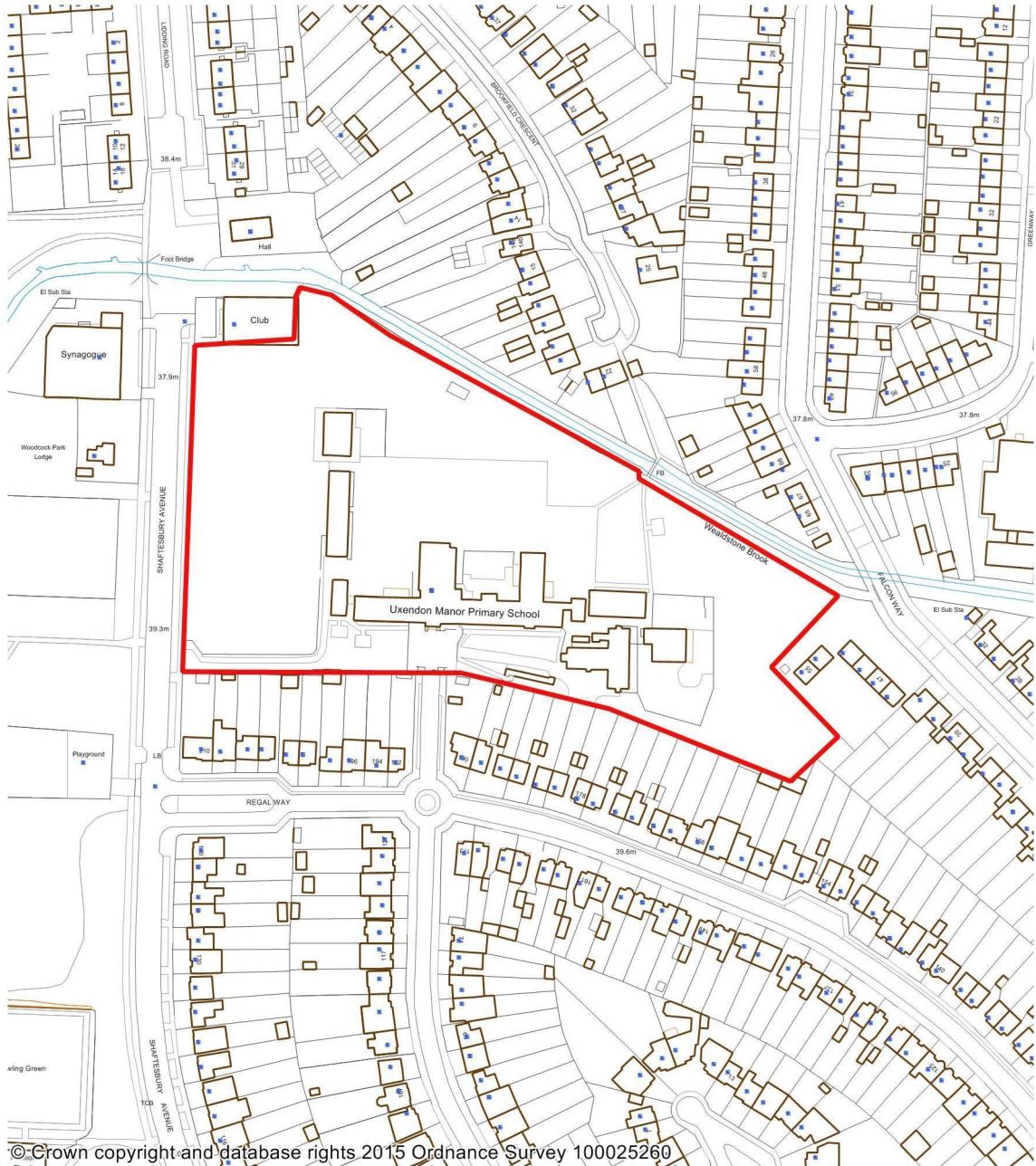
# SITE MAP



## Planning Committee Map

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

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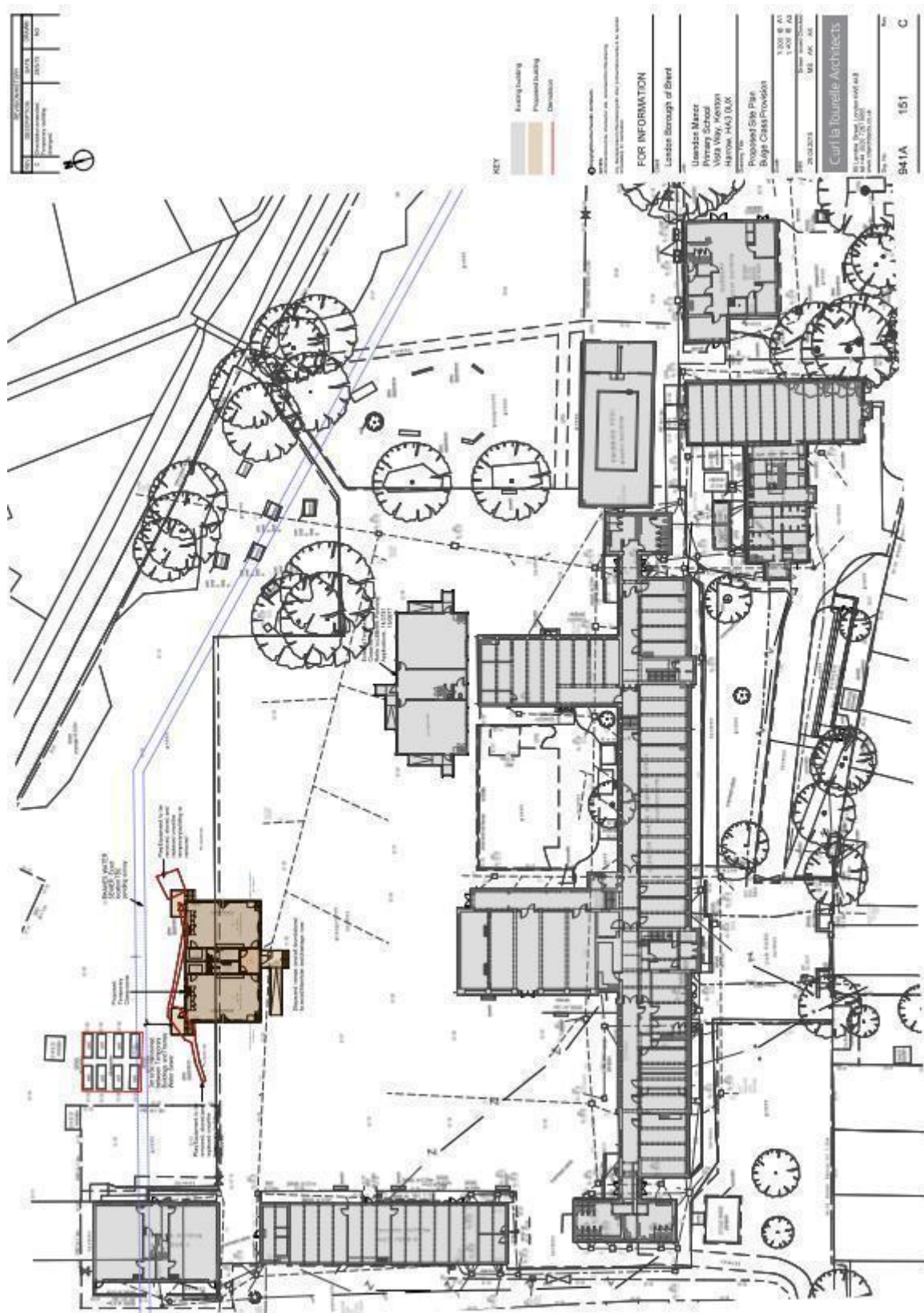
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This map is indicative only.

# SELECTED SITE PLANS

## SELECTED SITE PLANS

### Proposed Site Plan





## RECOMMENDATIONS

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

### A) PROPOSAL

Erection of 2 temporary modular classroom buildings with associated internal wc's and store in the school ground.

### 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 classrooms currently subject to a retrospective planning application (ref: 15/0977).

### C) AMENDMENTS SINCE SUBMISSION

- The proposed layout has been amended to reflect the layout of the available temporary classrooms
- A transport assessment has been undertaken
- Habitat Survey amended to reflect the changes to the layout

### D) SUMMARY OF KEY ISSUES

**Principle:** The school currently has 510 pupils (450 primary pupils plus 60 nursery pupils) and 64 full time staff ; however, this will increase to 570 pupils and an additional 4 members of staff (total of 68). 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 results in an additional 60 pupils. Subject to the Travel Plan being updated, the application is not considered to give rise to any significant transportation concerns.

## RELEVANT SITE HISTORY

Detailed planning history. Most recent applications are as follows:

15/0977 - 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) – 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 32 neighbouring properties over May and 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 the officer's comment are set out in the table below.

Objection	Officer Comment
Impact on traffic during drop off and collection times	Para. 12-19
Safety from vehicular activity – vehicle and pedestrian	Para. 12-19
Drains and sewers unable to cope with population – Thames Water review required	Network capacity investigation may be required – informative to advise Thames Water
Increase in new buildings cause flooding	The proposed temporary classrooms are being raised on silts/posts to allow water to pass under them, unrestricting the flow. Finished Floor Level should be set no lower than 37.80m AOD to ensure that the development is not at risk of flooding in flood events up to the 1000 years flood event.  Para. 21-24
Implications for Wealdstone Brook	Para. 21-24
Impact on amenity and privacy to neighbouring gardens	Para. 10-11
Increase noise nuisance during construction	This is to be managed under the Construction Method Statement to be secured by condition.
Increased noise nuisance from additional students	Para. 11
The classroom has already been constructed in the revised location, rather than the location approved under application ref. 14/3781	The retrospective application (ref. 15/0977) is to deal with the revised location as the initial location was not appropriate.

**Kenton Ward Councillors** – No comments received to date

### **Environmental Health** –

*A soil investigation by Site Analytical Services has been submitted as part of the application. this did not find any contamination, except for elevated benzo(a)pyrene in two locations. The environmental consultant has*

*deemed these to be hotspots that require remediation.*

*I do not agree with this assessment. No positive reason to exclude these data points as hotspots has been provided, other than the fact they were elevated. They should therefore be included in the statistical analysis to determine an average site concentration. These two soil samples were also taken from areas near to the tarmac playground. Benzo(a)pyrene is a polycyclic aromatic hydrocarbon, and these substances are elevated in tarmac, which children play on everywhere.*

*I am not satisfied that remediation is required as I do not believe that the risk posed by these two "hotspots" is at a level that warrants intervention.*

*I therefore have no objection or conditions to recommend for this application.*

**Landscape and design** – Object due to possible damage to timber play equipment resulting from the removal and storage. With regards to the ecology and arboricultural report the landscape officer made the following comments:

*The ecology report by Middlemarch Environmental Ltd is generally accurate and provides a sufficient snapshot of the current ecological value of the site and its surroundings. As the classrooms are only temporary and of a modular design, any negative ecological impacts will be short lived. I can also confirm that the tree report is accurate and adequate for the application.*

**Transportation** - No transportation objections subject to the following

- (i) The new classrooms will result in additional pupils and this should be updated in the Schools Travel Plan to help to mitigate any impact that may arise.
- (i) The location of the proposed 40 cycle parking spaces must be submitted for LPA approval.

**The Environment Agency** –

*The proposed development lies within Flood Zone 2. 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. Although the proposed classrooms are within 20m of the River, they are not within the byelaw distance of 8m and therefore we have no comments in relation to proximity to the river.*

**Sport England** – No comments or objections received to date

## **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

### **Supplementary Planning Guidance**

**SPG17** - Design Guide for New Development

**SPG12** – Access for disabled people, designing for accessibility

## **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 school has now submitted two additional applications to the Planning Department. This application is for an additional 2 temporary modular classrooms which will be located on the school playground opposite the main building. The classrooms will be used by 2 new reception classes and the applicant has clarified that this will result in an additional 60 pupils.
3. The second application (ref. 15/0977) 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.
4. The school currently has 471 pupils with consented capacity for 510 pupils (450 primary pupils plus 60 nursery pupils) and 64 full time staff (figures taken from the Transport Report); however, this will increase to 570 pupils and an additional 4 members of staff (total of 68).



5. 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 then the 30 children who started in 2014 and the 60 children who are expected to start in 2015 (accommodation provided through this application) will continue to the end of their primary education using the temporary accommodation, 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***

6. The temporary modular building measures approximately 15.5m x 10m with a maximum height of 3.5m and will be located partially within the existing hard-surfaced play area to the north of the site.
7. Disability access is provided to the lobby with a ramp at a slope of 1:12. This complies with SPG12. One accessible WC (Part M compliant) is to be provided within the building to accommodate wheelchair users.
8. The temporary structures will be painted in a colour to suit the palette of materials in the existing school buildings. Full details of materials will be secured under a condition.

### ***Impact on amenity of neighbouring occupiers***

9. 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.
10. The classroom will be positioned at least 40m from the nearest rear garden (20 Brookfield Crescent) and therefore any amenity impacts will be minor in nature. No noise assessment has been undertaken; however, as the proposal will result in an increase of 60 pupils only the impact is not considered to be significantly greater than that produced by the existing School (510 pupils).

### ***Transport***

11. Policy PS12, which restricts car parking to a maximum of 1 car space per 5 staff. Therefore a maximum of 13.6 car spaces would 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.
12. The site has a car parking to the front and eastern corner of the site. Drawing number 120985/AR/BL/PRO/008 (see application 15/0977) 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 which is applied as a maximum standard. 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.
13. 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.
14. The school interacts with Brent's School Road Safety Team and has an up to date School Travel Plan (updated June 2015) which Brent's school road safety team and TfL have now approved a 'gold' accreditation. A condition is recommended to update the Travel Plan to reflect the increase in staff and pupils.
15. Table 1 in the report shows a parking survey carried out previously (no date given). The survey includes surrounding streets Palace Court, Regal Way, Regent Close, Shaftesbury Avenue, Vista Way and

Westward Way totalling 539 spaces available. The survey showed that between 7:30am to 9:30 there were approx. 131-173 vehicles parked in the area and between 14:30-17:30 there were 131-171 vehicles parked. Of these, 11-18 vehicles were parked in front of dropped kerbs in the morning and afternoon. The results show that there area has sufficient number of parking spaces available whilst retaining residential parking although some streets such as Westward Way are further from the school. However, there is still a large number of vehicles parking in front of dropped kerbs and this is not acceptable. As such, this will need to be addressed in the travel plan.

16. The report suggests that the expansion of the school is likely generate 9 additional vehicles trips resulting in 18 vehicle movements arriving and departing. The report identifies that majority park in Shaftesbury Avenue which is welcomed by transportation as there are no residential dwellings fronting this section of Shaftesbury Avenue and the street is over 7m and can therefore can accommodate parking on both sides so that it is not nuisance to residents and obstructive parking should not occur. The increase in vehicle movement to the school is a concern however the existing travel plan will help to encourage sustainable travel and mitigate any impact that may arise from the increase in pupils and staff.
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. The location of the proposed 40 cycle parking spaces must be submitted for LPA approval.

### ***Drainage***

18. The proposed building is to be located at least 3m from the Thames Water Sewer. The applicant has submitted a foul drainage plan that shows that the new temporary classrooms will be connected to the main run to the Thames Public Sewer. The applicant will be reminded in an informative that this will need to be agreed with Thames Water prior to the commencement of works.

### ***Flood Management***

19. The applicant has provided details of flood management for the proposal and has included a Flood Risk Assessment in accordance with the Environment Agency's standing advice.
20. The subject site is partially within Flood Zone 2 and partially in Flood Zone 3. 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 assessed the flood risk and made the following comments:
  - The classrooms are being raised on silts/posts to allow water to pass under them, unrestricting the flow.
  - Finished Floor Level should be set no lower than 37.80m AOD to ensure that the development is not at risk of flooding in flood events up to the 1000 years flood event. (Note: the revised elevations show the FFL at 38.07m)
  - Safe access and egress is available from the school site to Vista way to the south, outside of the floodplain.
22. As such, it can be concluded that the overall risk of flooding from all sources is considered to be low for the development.

### ***Impact on sport provision***

23. The proposed development will be partially located on an area of existing hard paved playground and partially on the grass area in the location of existing timber play equipment. The timber play equipment will be removed and stored to accommodate the development. Whilst this will result in the loss of the associated equipment temporarily from the School, 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 and timber play equipment are made good after the end of the temporary consent.

### ***Impact on local biodiversity***

*Document Imaged*

25. The applicant has provided a revised Habitat Survey as well as an Arboricultural Survey. In general all new development shall be located outside of the RPA or canopy spread of any retained tree. No vegetation clearance will be required for the proposed development. Brent's Landscape officers have determined that the information is satisfactory for the purposes of the application.
26. Recommendations have been made regarding habitat and species protection, which should be addressed under conditions for lighting, construction management, and landscaping.

### ***Conclusion***

27. 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 July 2022, with a condition that the classroom be removed should the wider School Expansion be approved.

## **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: 15/1934

To: A Kerrane  
Curl La Tourelle Architects  
80 Lambale Street  
London  
NW5 4AB

I refer to your application dated 01/05/2015 proposing the following:  
Erection of 2 temporary modular classroom buildings with associated internal wc's and store in the school ground  
and accompanied by plans or documents listed here:  
See Condition 2  
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:-

The National Planning Policy Framework (NPPF) 2012

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 expire on 31/07/2022. Thereafter all buildings and associated infrastructure shall be removed from the site, and the playground (including timber play equipment) 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 temporary in nature only and would be contrary to design and playingfield protection policies and therefore could not be supported on a permanent basis.

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

- 941A PL 450 Existing Site Photos
- 941A PL 451 A Existing Elevations
- 941A PL 150 Existing Site Plan
- 941A 452 C Proposed Elevations
- 941A 151 C Proposed Site Plan
- SKD-001 D (Drainage Plan)
- Location Plan

**Supplementary Information:**

- Design and Access Statement
- Uxendon Manor Primary School Travel Plan
- 3037/006/Transport Report
- RT-MME-114393A-01 Rev A - EXTENDED PHASE 1 HABITAT SURVEY (Revised June 2015)
- RT-MME-114393A-03 Rev A - ARBORICULTURAL SURVEY (Revised July 2013)
- Flood Risk Assessment , Rev a (dated 27.04.15)
- 6.0 Foundation and Infrastructure Design (ref: 13/20687)

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

- 3 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.

- 4 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

- 5 Before any construction work on site, excluding demolition and site clearance, further details of materials for all external work, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The details shall include:

- (a) Cladding
- (b) Windows;
- (c) Doors;
- (d) Roof finishes;

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.

- 6 No development shall take place until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- 1. The parking of vehicles of site operatives and visitors;
- 2. Construction traffic routes to the development site;
- 3. Loading and unloading of plant and materials;
- 4. Storage of plant and materials used in constructing the development;
- 5. Measures to control emission of dust and dirt during construction;
- 6. Measures to control noise emission during construction;

Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 7 The development shall not be occupied until such time as an updated Travel Plan for the School has been submitted to and approved by the Local Planning Authority, with the Travel Plan then to be fully implemented upon occupation. The Travel Plan shall include the total number of pupils and staff at the time of initial occupation and shall include measures to encourage sustainable travel and mitigate any impact that may arise from the increase in pupils and staff.

Updated travel survey data shall be collected and the Travel Plan updated accordingly within the first school year following the occupation of the development.

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

- 8 Further details of the proposed 40 cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development.

The development shall not be occupied until the additional cycle spaces have been provided in accordance with the approved details and these shall be retained thereafter for the lifetime of the development.

Reason: In the interests of highway safety and encourage use of sustainable transport.

## 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 reminded that this permission relates only to the erection of the temporary modular classroom. Any proposed wider expansion would require planning permission.

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