



# REGULATORY SERVICES COMMITTEE

19 February 2015

# REPORT

**Subject Heading:**

**P1352.14: Scotts Primary School,  
Bonington Road, Hornchurch**

**Proposed single storey stand alone  
unit comprising of 8 classrooms and  
toilets, along with linking walkway  
(Application received 25 September  
2014)**

**Ward**

**Hacton**

**Report Author and contact details:**

**Suzanne Terry  
Interim Planning Control Manager  
01708 432755  
suzanne.terry@havering.gov.uk**

**Policy context:**

**Local Development Framework  
London Plan, Planning Policy  
Statements/Guidance Notes**

**Financial summary:**

**None**

**The subject matter of this report deals with the following Council Objectives**

Clean, safe and green borough	<input type="checkbox"/>
Excellence in education and learning	<input checked="" type="checkbox"/>
Opportunities for all through economic, social and cultural activity	<input checked="" type="checkbox"/>
Value and enhance the life of every individual	<input checked="" type="checkbox"/>
High customer satisfaction and a stable council tax	<input type="checkbox"/>

## SUMMARY

The development is for the erection of a single storey stand alone unit to the rear of Scotts Primary School. The site is characterised by single storey buildings located within a fairly large open playing field.

The proposed stand alone unit will provide 8 new class rooms including a separate toilet facility. A canopy will also be created to link the proposed unit to the main school building. Additional car parking is proposed to the front of the main building and also alterations to an existing toilet.

The development is considered to be acceptable in all material respects and it is recommended that planning permission is granted subject to conditions.

## RECOMMENDATIONS

It is recommended that planning permission be granted subject to the following conditions::

### 1. Time Limit

The development hereby permitted shall not be commenced later than three years from the date of this permission.

**Reason:** To comply with the requirements of Section 91 of the Town and Country Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

### 2. Materials

Before any of the development hereby permitted is commenced, samples of all materials to be used in the external construction of the building(s) shall be submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

**Reason:** To ensure that the appearance of the proposed development will harmonise with the character of the surrounding area and comply with Policy DC61 of the Development Control Policies Development Plan Document.

### 3. In Accordance with Plans

The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans detailed on page 1 of the decision notice approved by the Local Planning Authority.

**Reason:** The Local Planning Authority consider it essential that the whole of the development is carried out and that no departure whatsoever is made from the details approved, since the development would not necessarily be acceptable if partly carried out or carried out differently in any degree from the details submitted.

#### 4. Land Contamination (1)

Prior to the commencement of any works pursuant to this permission the developer shall submit for the written approval of the Local Planning Authority;

- a) A Phase I (Desktop Study) Report documenting the history of the site, its surrounding area and the likelihood of contaminant/s, their type and extent incorporating a Site Conceptual Model.
- b) A Phase II (Site Investigation) Report if the Phase I Report confirms the possibility of a significant risk to any sensitive receptors. This is an intrusive site investigation including factors such as chemical testing, quantitative risk assessment and a description of the sites ground conditions. An updated Site Conceptual Model should be included showing all the potential pollutant linkages and an assessment of risk to identified receptors.
- c) A Phase III (Remediation Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. A detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to all receptors must be prepared, and is subject to the approval in writing of the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, timetable of works, site management procedures and procedure for dealing with previously unidentified any contamination. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.
- d) Following completion of measures identified in the approved remediation scheme mentioned in 1(c) above, a "Verification Report" that demonstrates the effectiveness of the remediation carried out, any requirement for longer-term monitoring of contaminant linkages, maintenance and arrangements for contingency action, must be produced, and is subject to the approval in writing of the Local Planning Authority.

**Reason:** To protect those engaged in construction and occupation of the development from potential contamination and in order that the development accords with Development Control Policies Development Plan Document Policy DC53.

5. Land Contamination (2)

- a) If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this unsuspected contamination shall be dealt with has been submitted to and approved in writing by the local planning authority. The remediation strategy shall be implemented as approved.
- b) Following completion of the remediation works as mentioned in (a) above, a 'Verification Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

**Reason:** To ensure that any previously unidentified contamination found at the site is investigated and satisfactorily addressed in order to protect those engaged in construction and occupation of the development from potential contamination.

6. Hours of Construction

All building operations in connection with the construction of external walls, roof, and foundations; site excavation or other external site works; works involving the use of plant or machinery; the erection of scaffolding; the delivery of materials; the removal of materials and spoil from the site, and the playing of amplified music shall only take place between the hours of 8.00am and 6.00pm Monday to Friday, and between 8.00am and 1.00pm on Saturdays and not at all on Sundays and Bank Holidays/Public Holidays.

**Reason:** To protect residential amenity, and in order that the development accords with the Development Control Policies Development Plan Document Policy DC61.

7. Vehicle Cleansing

Before the development hereby permitted is first commenced, vehicle cleansing facilities to prevent mud being deposited onto the public highway during construction works shall be provided on site in accordance with details to be first submitted to and approved in writing by the Local Planning Authority. The approved facilities shall be retained thereafter and used at relevant entrances to the site throughout the duration of construction works. If mud or other debris originating from the site is deposited in the public highway, all on-site operations shall cease until it has been removed.

The submission will provide;

- a) A plan showing where vehicles will be parked within the site to be inspected for mud and debris and cleaned if required. The plan should show where construction traffic will access and exit the site from the public highway.

- b) A description of how the parking area will be surfaced, drained and cleaned to prevent mud, debris and muddy water being tracked onto the public highway;
- c) A description of how vehicles will be checked before leaving the site – this applies to the vehicle wheels, the underside of vehicles, mud flaps and wheel arches.
- d) A description of how vehicles will be cleaned.
- e) A description of how dirty/ muddy water be dealt with after being washing off the vehicles.
- f) A description of any contingency plan to be used in the event of a break-down of the wheel washing arrangements.

**Reason:** In order to prevent materials from the site being deposited on the adjoining public highway, in the interests of highway safety and the amenity of the surrounding area, and in order that the development accords with the Development Control Policies Development Plan Document Policies DC61 and DC32.

## 8. Parking Review

Within 18 months of the development being brought into use a review of parking restrictions around the school entrance shall be carried out and submitted to and approved by the Local Planning Authority. The review shall be aimed at reducing the impact of parent parking near the school entrance and to ensure that pedestrian desire lines across junctions are not unduly impeded.

**Reason:** To ensure the interests of highway safety and amenity and to accord with Policy DC32. To ensure the interests of pedestrians and address desire lines and to accord with Policy DC34. To manage the impact of parent parking in the streets surrounding the site and to accord with Policy DC33.

## 9. Travel Plan

Prior to the occupation of the development hereby permitted, a revision to the existing Travel Plan which reflects the increase in pupil numbers shall be submitted to and approved in writing by the Local Planning Authority. The revised Travel Plan shall include a review of walking routes and conditions in the area around the school and measures to reduce vehicular trips and proposals for monitoring and reporting progress to the Local Planning Authority and include a timetable for its implementation and review. The approved Travel Plan as revised shall remain in force permanently and implemented in accordance with the agreed details.

**Reason:** To help bring about a reduction in private car journeys, to minimise the potential for increased on street parking in the area, to mitigate the impact of increased private car journeys at peak times and to accord with Policy DC32. To ensure the interests of pedestrians and address lines and to accord with Policy DC34.

## 10. Highway Signal Optimisation

Within 18 months of the development being bought into use a review of signal optimisation to the Airfield Way/ South End Road junction shall be carried out and submitted to and approved by the Local Planning Authority. The review shall be aimed at providing additional junction capacity to mitigate the development.

**Reason:** To ensure the interests of highway safety and amenity and to accord with Policy DC32. To ensure the interests of pedestrians and address desire lines and to accord with Policy DC34.

## 11. Landscaping

No development shall take place until there has been submitted to and approved by the Local Planning Authority a scheme of hard and soft landscaping, which shall include indications of all existing trees and shrubs on the site, and details of any to be retained, together with measures for the protection in the course of development. All planting, seeding or turfing comprised within the scheme shall be carried out in the first planting season following completion of the development and any trees or plants which within a period of 5 years from completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species, unless otherwise agreed in writing by the local Planning Authority.

**Reason:** In accordance with Section 197 of the Town and Country Planning Act 1990 and to enhance the visual amenities of the development, and that the development accords with the Development Control Policies Development Plan Document Policy DC61.

## INFORMATIVES

1. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: Improvements required to make the proposal acceptable were negotiated and submitted, in accordance with para 186-187 of the National Planning Policy Framework 2012.

### REPORT DETAIL

#### 1. Site Description

- 1.1 The application relates to the site at Scotts Primary School, Bonington Road, Hornchurch. This is an existing school comprised of single storey

buildings which has a main entrance to the north off Bonington Road. There is also access to the site from the south off Maybank Avenue.

- 1.2 The site is located within a fairly large area of open space bounded by Airfield Way to the east and residential properties to the south and west. Rows of terraces along Bonington Road lie adjacent to the boundary of the site to the north.
- 1.3 The site is relatively flat and covers an area of approximately 21619m<sup>2</sup> (2.161 ha).

## **2. Description of Proposal**

- 2.1 The application is for the proposed erection of a single storey stand alone unit providing 8 classrooms and toilet facilities. The proposed unit measures approximately 39.8 metres in length, 16.3 metres wide and 4.9 metres in height. The proposed unit will create a floor area of approximately 617sqm.
- 2.2 Other works involve the erection of a canopy supported by steel posts linking the proposed units to the main school building. 22 new car parking spaces are also proposed to the front of the main school building as well as minor alterations to the existing disabled toilets.

## **3. Relevant History**

- 3.1 P0680.14 - Extensions to 3no. classrooms, together with the demolition of existing garage stores, formation of new external play area with canopy over and extension to existing playground – Approved with conditions
- 3.2 P1302.04 - Single storey extension to house new disabled facility and extended staff room area – Approved with conditions
- 3.3 P0469.02 - Extension to provide music and art room, store, staffroom, offices and corridor access – Approved with conditions

## **4. Consultations/Representations**

- 4.1 Neighbour notification letters were sent to 103 properties. 2 letters of objection were received following neighbouring consultations, raising the following issues:
  - The development will create additional traffic problems involving car parking and road safety issues.
  - Increased noise and disturbance created from the development.

The above concerns are material planning considerations and will be discussed in sections 9 & 10 below.

The objector(s) mentioned that plans fail to show all surrounding neighbouring properties. Staff acknowledge that the submitted location plan does not show properties located by Griggs Gardens and Tylers Crescent. However, the location plan does provide sufficient details of the site in order to comprise a valid application and enable the proposals to be assessed. The impact upon the residents of Griggs Gardens and Tylers Crescent will be taken into account.

Comments also stated that there are no details of the proposed units and only details of the proposed walkway are shown on plans. Details of the proposed unit including the linking walkway are both shown on proposed drawings.

4.2 Highways – No objections subject to recommended conditions.

4.3 Environmental Health - Three conditions were recommended if minded to grant planning permission.

## **5. Relevant Policies**

5.1 Policies CP17 (Design), DC29 (Educational Premises), DC32 (The Road Network), DC33 (Car Parking), DC34 (Walking) and DC61 (Urban Design) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document are considered to be relevant.

5.2 Policy 3.18 (Educational Facilities), 6.3 (Parking), 7.4 (Local Character) and 7.6 (Architecture) of the London Plan are material considerations.

5.3 The National Planning Policy Framework, specifically Sections 1 (Building a strong, competitive economy) and 7 (Requiring good design) are relevant to the development.

## **6. Staff Comments**

6.1 The main considerations relate to the impact on the character and appearance of the street scene, the implications for the neighbouring residential amenity of occupants and highway and parking implications.

## **7. Principle of Development**

7.1 Policy DC29 states that the Council will ensure that the provision of primary education facilities is sufficient to meet the needs of residents by, amongst other things, seeking to meet the need for increased school places within existing sites.

7.2 The development represents an expansion in the school floor space of approximately 617 square metres to provide additional classrooms and toilet facilities. The proposal is considered to be a necessary expansion in order for the school to continue to meet the needs of residents as well as future demands from



population changes. The proposal is therefore acceptable in principle. **8.**

### **Design/Impact on Street/Garden Scene**

- 8.1 Policy DC61 states that development must respond to distinctive local buildings forms and patterns of development and respect the scale, massing and height of the surrounding context.
- 8.2 The site is characterised by an arrangement of single storey buildings occupying a fairly large area of open land. The height of the proposed stand alone units would be in keeping with the height of the existing single storey school buildings. Furthermore, given the siting of the proposed units, their overall bulk, scale and massing is not considered to harm the appearance of the existing school buildings and would not erode the openness or spacious character of the site.
- 8.3 The proposed walkway consisting of a canopy supported by steel posts linking the proposed units to the main school building will be constructed from lightweight materials and therefore is not considered to cause a significant visual impact. Alterations proposed to the existing disabled toilets would have a negligible impact.
- 8.4 It is acknowledged the proposed expansion to the existing car park will involve the loss of trees located by the front of the main school building. However, the car parking scheme has been revised to include replacement trees and provide a two metre separation distance from the boundary in order to ensure the health of an existing row of trees by the northern boundary is appropriately maintained. It is therefore considered that the proposed car parking would not harm the appearance of the existing car parking area.
- 8.5 Overall the development would integrate appropriately with the character and appearance of the site. There would be no significant impact on the streetscene.

### **9. Impact on Amenity**

- 9.1 The nearest residential properties are located at least 20 metres away from the proposed development and therefore the proposed new building would cause no material adverse impact in terms of loss of daylight/sunlight, overbearing impact, overlooking or loss of outlook.
- 9.2 Although the proposed stand alone units will enable the number of pupils attending the school to be increased, the use of the proposed building will remain ancillary to the main school. In all, the proposal is not considered to cause an increase in noise and disturbance to which would cause a material loss of amenity to surrounding neighbouring occupants.
- 9.3 Overall the proposed development would not result in any undue impact on the amenity of the surrounding residential properties in accordance with the provisions of policy DC61.

## **10. Parking and Highway Issues**

- 10.1 As mentioned above, neighbours have raised concerns regarding further impact on traffic and parking.
- 10.2 The proposal will increase the school from one form of entry to two. This represents an increase in pupil numbers from 213 to 420. Staff numbers are expected to increase from 23 to 39 members. The proposal includes the expansion of the existing car park to provide 22 additional car parking spaces. LDF parking standards require 1 car parking space per teaching staff. Therefore the additional car parking spaces proposed will provide sufficient parking for staff.
- 10.3 The Councils Highways department consider the proposal to be acceptable in principle. No objections are raised subject to conditions to ensure the impact on traffic and parking are monitored and controlled appropriately.

## **11. Conclusion**

- 11.1 Having regard to all relevant factors and material planning considerations, Staff are of the view that this proposal would be acceptable.
- 11.2 Staff consider that the proposed stand alone units and alterations to the school building will not adversely impact on the streetscene and will serve to maintain the character and appearance of the local area. The development proposed will not result in any undue loss of amenity to the occupants of the neighbouring residential accommodation. No material harm is judged to result to the highway. Therefore the proposal is considered to be acceptable in all material respects.

## **IMPLICATIONS AND RISKS**

### **Financial implications and risks:**

None

### **Legal implications and risks:**

None

### **Human Resources implications and risks:**

None.

**Equalities implications and risks:**

The Council's planning policies are implemented with regard to equality and diversity.

**BACKGROUND PAPERS**

Application form and drawings received on 25 September 2014. Revisions received 6 February 2015.