



REGULATORY SERVICES COMMITTEE

7 January 2016

REPORT

Subject Heading:

P1572.15 – Former Kings Wood School,
Settle Road, Romford

Construction of a new primary school providing 2,232 sq m (GEA) of educational floor space (use class D1) comprising primary school facilities, grassed playing pitch and outdoor play facilities, together with associated works, including access, car parking and landscaping arrangements.

Date Received: 5th November 2015

Ward:

Gooshays

Report Author and contact details:

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Policy context:

Local Development Framework
The London Plan
National Planning Policy Framework

Financial summary:

None

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

Havering will be clean and its environment will be cared for	[x]
People will be safe, in their homes and in the community	[x]
Residents will be proud to live in Havering	[x]

SUMMARY

The application proposes a new 2 storey primary school on part of site formally occupied by the former Kings Wood School and on part of the Harold Hill Learning Village. The site is in the Green Belt and proposed development is considered to be inappropriate. However, there are considered to be sufficient Very Special Circumstances to outweigh harm to the Green Belt, including the need for school places in the Borough and favourable comparison in terms of what was proposed for this part of the site as part of the outline planning permission for the Learning Village.

The proposed development would be of an acceptable design and not impact upon residential amenity.

The report outlines the transport statement submitted in support of the application which considers that there is sufficient capacity in surrounding streets to accommodate parking demand at drop off/pick up time.

It is recommended that planning permission be granted.

RECOMMENDATIONS

That subject to:

- a) no direction to the contrary from the Mayor for London,
- b) no call-in following referral of the application to the Secretary of State as a departure from the development plan,

That planning permission be granted subject to the conditions set out below;

1. SC4 (Time limit) 3yrs

The development to which this permission relates must be commenced not 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. SC09 (Materials) (Pre Commencement Condition)

No above ground works shall take place in relation to any of the development hereby approved until samples of all materials to be used in the external construction of the building(s) are submitted to and approved in writing by the Local Planning Authority and thereafter the development shall be constructed with the approved materials.

Reason:-

Insufficient information has been supplied with the application to judge the appropriateness of the materials to be used. Submission of samples prior to commencement will 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. SC32 (Accordance with plans)

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans (as set out on page one of this decision notice).

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. Also, in order that the development accords with Development Control Policies Development Plan Document Policy DC61.

4. SC11 (Landscaping) (Pre Commencement Condition)

No above ground works shall take place in relation to any of the development hereby approved 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:-

Insufficient information has been supplied with the application to judge the appropriateness of the hard and soft landscaping proposed. Submission of a scheme prior to commencement will ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61. It will also ensure accordance with Section 197 of the Town and Country Planning Act 1990.

5. Community Use of Facilities

The development hereby approved shall not be occupied until full details of the community use of the playing pitch and suitable parts of the school building,

including a Community Use Scheme, has been submitted to and approved in writing by the Local Planning Authority. The Scheme shall include access policy, hours of use, access by non-school users/non-members, management responsibilities and include a mechanism for review. The approved Scheme shall be implemented upon provision of the pitches in accordance with this approval.

Reason:-

In compliance with policy 3.18 of the London Plan and DC28 of the LDF.

6. Cycle Provision

The development hereby approved shall not be occupied until cycle parking spaces are provided in accordance with details previously submitted to and approved in writing by the Local Planning Authority. Such cycle parking shall thereafter be retained.

Reason:-

To ensure the development takes account on the needs of cyclists, in accordance with Policy DC33 of the LDF.

7. Parking

No building shall be occupied or use commenced until the car/vehicle parking area shown on the approved plans has been provided, including the provision of electric vehicle charging points, and thereafter the area shall be kept free of obstruction and available for the parking of vehicles associated with the development.

Reason:-

To ensure that there are adequate parking facilities to serve the development in the interests of highway safety.

8. Parking Restriction Review

Within 18 months of the development being brought into use a review of parking restrictions within 500 metres of the school pedestrian 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 and to ensure that pedestrian desire lines across junctions or other locations 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. Loading

No building shall be occupied or use commenced until the space/facilities for loading, unloading, circulation and manoeuvring have been provided in accordance with the approved plans. Thereafter, these areas shall be kept free of obstruction and available for these purposes.

Reason:-

To ensure that there are adequate servicing facilities within the site in the interests of highway safety.

10. Travel Plan

The development hereby approved shall not be occupied unless a Travel Plan for the school has been submitted to and agreed in writing by the Local Planning Authority. The Travel Plan shall include a review of walking routes and conditions in the area and measures to reduce private vehicular trips and proposals for monitoring progress, including a timetable for its implementation and review. The agreed Travel Plan shall remain in force permanently and implemented in accordance with the agreed details.

Reason:-

To help bring about a reduction in private car journeys and to minimise the potential for increased on street parking in the area

11. Highway Agreement

The necessary agreement, notice or licence to enable the proposed alterations to the Public Highway shall be entered into prior to the commencement of development; namely the removal of the existing access on Settle Road and the improvement of the existing access on Settle Road.

Reason:-

In the interests of ensuring good design and ensuring public safety and to comply with policies of the Core Strategy and Development Control Policies DPD, namely CP10, CP17, and DC61.

12. Boundary Details

The above ground development hereby approved shall not commence until details of the boundary treatment are submitted to and approved in writing by the local planning authority. The development site shall not be occupied until boundary treatment has been provided in accordance with the approved details.

Reason:-

Insufficient information has been supplied with the application to judge the appropriateness of any boundary treatment. Submission of this detail prior to commencement will protect the visual amenities of the development, ensure adequate security and ensure that the development accords with the Development Control Policies Development Plan Document Policy DC61.

13. External Lighting

The development hereby approved shall not be occupied until details of external lighting are submitted to and approved in writing by the Local Planning Authority. External lighting shall be provided in accordance with the approved details.

Reason:-

Insufficient information has been submitted with the application to judge the impact of external lighting. Submission of this detail prior to occupation will protect residential and visual amenity and biodiversity and ensure adequate security.

14. Plant & Machinery

Prior to the occupation of the development hereby approved, details shall be submitted of all external plant and machinery to be installed, including details of external appearance and noise information demonstrating that noise levels (expressed as the equivalent continuous sound level LAeq (1 hour)) when calculated at the boundary with the nearest noise sensitive premises shall not exceed LA90 -10dB. All external plant and machinery shall be installed and maintained in accordance with the approved details.

Reason:-

In the interests of visual amenity and in order to minimise noise disturbance.

15. Extraction Equipment

No cooking of food shall take place, unless extract ventilation equipment is installed in accordance with details previously submitted to and approved in writing by the Local Planning Authority.

Reason:-

In order to minimise smell nuisance, in the interest of users of the site and nearby residential amenity.

16. Hours of Outdoor Use

The playing field and outdoor areas hereby approved shall not be used other than between the hours of 08.00 to 21.00 hours Mondays to Saturdays and 09.00 to 18.00 hours on Sundays and Bank or Public Holidays without the prior consent in writing of the Local Planning Authority.

Reason:-

To enable the Local Planning Authority to retain control in the interests of amenity.

17. SC62 (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.

18. SC57 Wheel washing (Pre Commencement)

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 breakdown of the wheel washing arrangements.

Reason:-

Insufficient information has been supplied with the application in relation to wheel washing facilities. Submission of details prior to commencement will ensure that the facilities provided 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. It will also ensure that the development accords with the Development Control Policies Development Plan Document Policies DC32 and DC61.

19. SC63 (Construction Methodology) (Pre Commencement)

No works shall take place in relation to any of the development hereby approved until a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers is submitted to and approved in writing by the Local Planning Authority. The Construction Method statement shall include details of: a) parking of vehicles of site personnel and visitors;

- b) storage of plant and materials;
- c) dust management controls;
- d) measures for minimising the impact of noise and ,if appropriate, vibration arising from construction activities;
- e) predicted noise and, if appropriate, vibration levels for construction using methodologies and at points agreed with the Local Planning Authority;

- f) scheme for monitoring noise and if appropriate, vibration levels using methodologies and at points agreed with the Local Planning Authorities; g) siting and design of temporary buildings;
- h) scheme for security fencing/hoardings, depicting a readily visible 24-hour contact number for queries or emergencies;
- i) details of disposal of waste arising from the construction programme, including final disposal points. The burning of waste on the site at any time is specifically precluded.

And the development shall be carried out in accordance with the approved scheme and statement.

Reason:-

Insufficient information has been supplied with the application in relation to the proposed construction methodology. Submission of details prior to commencement will ensure that the method of construction protects residential amenity. It will also ensure that the development accords the Development Control Policies Development Plan Document Policy DC61.

20. Contamination

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 II (Site Investigation) Report. 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.

b) 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.

c) 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 Secure by Design

21. Contamination

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.

22. Secured by Design

Prior to the commencement of the above ground development hereby permitted, details of the measures to be incorporated into the development demonstrating how the principles and practices of the 'Secured by Design' scheme have been included shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing by the Local Planning Authority in consultation with the Metropolitan Police Designing Out Crime Officers, the development shall be carried out in accordance with the agreed details.

Reason:-

Insufficient information has been supplied with the application to judge whether the proposals meet Secured by Design standards. Submission of a full and detailed application prior to commencement is in the interest of creating safer, sustainable communities and to reflect guidance in Policies CP17 and DC63 of the Core Strategy and Development Control Policies Development Plan Document and the NPPF.

23. Archaeology

No demolition or development shall take place until a written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works

B. The programme for post-investigation assessment and subsequent analysis, publication and dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason:-

Insufficient information has been supplied with the application to judge whether the proposals sufficiently identify any archaeological interest. Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.

24. SUDs

Sustainable Urban Drainage System (SUDs) shall be provided and thereafter maintained in accordance with details submitted to and approved in writing by the Local Planning Authority prior to the commencement of development.

Reason:-

Insufficient information has been supplied with the application to judge whether the proposed SUDs would be satisfactory. Submission of this detail prior to new building works will ensure that the development accords with the policy to ensure adequate provision for attenuating surface water in accordance with NPPF.

25. Sustainability

SUBJECT TO CHANGE/NEGOTIATION WITH GLA

Sustainability and energy efficiency measures shall be installed in accordance with the details outlined in the Energy Assessment submitted as part of the application. Within 3 months of the completion of the development hereby approved, final copies of the Energy Performance Certificate (EPC) and Microgeneration Certification Scheme (MCS) should be submitted to the Local Planning Authority.

Reason:-

To ensure compliance with LDF and London Plan policies on sustainability and energy efficiency.

26. Bat Mitigation

Prior to the commencement of the above ground development, a scheme for the conservation of bats and mitigation against the impacts of the development shall be submitted to and agreed in writing by the Local Planning Authority. Such details as are agreed shall be implemented in full.

Reason:-

Insufficient detail has been provided in relation to creating bat habitat, In order to ensure protection and enhancement of biodiversity, in accordance with Policy DC58 of the LDF.

INFORMATIVES:

1. Fee Informative

A fee is required when submitting details pursuant to the discharge of conditions. In order to comply with the Town and Country Planning (Fees for Applications, Deemed Applications, Requests and Site Visits) (England) Regulations 2012, which came into force from 22.11.2012, a fee of £97 per request or £28 where the related permission was for extending or altering a dwellinghouse, is needed.

2. Approval - No negotiation required

Statement Required by Article 35 (2) of the Town and Country Planning (Development Management Procedure) (England) Order 2015: No significant problems were identified during the consideration of the application, and therefore it has been determined in accordance with paragraphs 186-187 of the National Planning Policy Framework 2012.

3. Archaeology

The written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. The archaeology condition is exempt from deemed discharge under Schedule 6 of the Town and Country Planning (Development Management Procedure)(England) Order 2015.

4. Secure by Design

(Secured by Design) - In aiming to satisfy condition 20 the applicant should seek the advice of the Police Designing Out Crime Officers (DOCOs). The services of the Police DOCOs are available free of charge and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813. It is the policy of the local planning authority to consult with the DOCOs in the discharging of community safety condition(s).

5. Changes to the public highway (including permanent or temporary access)

Planning approval does not constitute approval for changes to the public highway. Highway Authority approval will only be given after suitable details have been submitted considered and agreed. If new or amended access as required (whether temporary or permanent), there may be a requirement for the diversion or protection of third party utility plant and it is recommended that early involvement with the relevant statutory undertaker takes place. The applicant must contact Engineering Services on 01708 433751 to discuss the scheme and commence the relevant highway approvals process. Please note that unauthorised work on the highway is an offence.

6. Highway legislation

The developer (including their representatives and contractors) is advised that planning consent does not discharge the requirements of the New Roads and Street Works Act 1991 and the Traffic Management Act 2004. Formal notifications and approval will be needed for any highway works (including temporary works of any nature) required during the construction of the development.

Please note that unauthorised work on the highway is an offence.

7. Temporary use of the public highway

The developer is advised that if construction materials are proposed to be kept on the highway during construction works then they will need to apply for a license from the Council. If the developer requires scaffolding, hoarding or mobile cranes to be used on the highway, a licence is required and Streetcare should be contacted on 01708 434343 to make the necessary arrangements. Please note that unauthorised use of the highway for construction works is an offence.

REPORT DETAIL

1. **Background**

- 1.1 On 23 December 2009, outline planning permission was granted for the redevelopment of the sites east and west of Settle Road, Harold Hill, to provide a learning village for 4 educational establishments. The site was to provide a redeveloped secondary school, a primary school, a special educational needs school and a further education college. Condition 2 attached to the planning permission required that reserved matters be submitted within five years of the permission. On 12 March 2015, the Regulatory Services Committee resolved to approve an application to extend the period for submitting details for the remainder of the development. The decision on this application has not been issued as the GLA continue to seek more details in regard to the energy strategy for the site and TfL contribution to bus services.
- 1.2 The application which is the subject of this report, relates to a part of the Learning Village site. It is a full planning application for a new primary school and can be considered separately from the Learning Village proposal, although the earlier outline permission and resolution of the committee in relation to the renewal of the outline is a relevant consideration.

2. **Site Description**

- 2.1 The site, of approximately 1.3 hectares, is located to the east of Settle Road and north of Sheffield Drive. The site is currently vacant, surrounded by hoardings, having previously been occupied by part of the former Kings Wood School. Before demolition, this part of the site contained a series of interlinked buildings ranging from 1 to 3 storeys in height and a car park accessed from Sheffield Drive.
- 2.2 The site is irregular in shape, with maximum dimensions of about 130m (north to south) by 120m (east to west). The site and surrounding area slope down from west to east. Immediately to the south, across the road, are residential houses in Sheffield Drive; to the west, across the road, are the grounds of Pyrgo Primary School; to the north is the forecourt area to Drapers Academy

building beyond; to the east is open space falling toward woodland and open space.

- 2.2 The site is designated in the Havering Local Development Framework as Metropolitan Green Belt and is within the Havering Ridge of Special Character.
- 2.3 The surrounding area is residential in character to the south with terraces and semi-detached housing typical of the post-war development of the Harold Hill Estate. To the west and north the area is characterised with educational establishments beyond which the area is of open character with Dagnam Park and Maylands Golf Course providing recreational facilities, Duck Wood and other areas of trees providing character and open countryside to the M25 in the valley.

3. **Description of Proposal**

- 3.1 It is proposed to develop the site to provide a new primary school. This would be in addition to the current educational establishments on the site, including the existing Pyrgo Primary School. The proposed school would be a 2 form of entry with approximately 420 pupils and 43 staff members
- 3.2 The proposed building would be 2 storeys high located toward the north and west part of the site providing 2,232 square metres of floorspace. The existing access off Sheffield Drive would remain providing a vehicular access to a reconfigured car park providing 29 spaces, including two disabled parking spaces. A hard surface playground would be formed close to the proposed building with the remainder of the site landscaped and provision of a playing pitch.
- 3.3 The proposed school buildings would comprise two main blocks, a two storey teaching block running north to south close to Settle Road and a single (double height) storey hall building to the east of this facing the Academy forecourt linked by a corridor link. The teaching block would be the most visible and prominent being 62 metres wide by 14.5 metres deep within 3 metres of the Settle Road footway. The hall block would be located behind this facing onto the Drapers Academy forecourt. The hall block would also contain the main entrance to the school.

4. **Relevant Planning History**

- 4.1 P0575.06 – King’s Wood Site – Provision of synthetic sports pitch with floodlighting, fencing, access and extended car park - Approved
- 4.2 P0682.09 – Learning Village – outline approval for Learning Village - Approved
- 4.3 P0817.10 – Drapers Academy – Reserved matters for academy building – Approved

4.4 P1653.14 – Learning Village – renewal of outline permission – Resolved to approve.

5. **Consultation/Representations**

5.1 A total of 250 notification letters were sent to properties in the vicinity of the site. The application was also advertised by way of site and press notice.

5.2 6 representations have been received, raising objections to the application. The objections can be summarised as follows:

- Increased traffic from parents dropping off and collecting children causing congestion
- Parking problems including parking across drives causing inconvenience for residents
- Highway safety concerns
- Construction would add to traffic problems

5.3 2 representations (one on behalf of 9 signatories) have been received in support of the proposal, raising the following:

- Would like permanent new classrooms for children
- Schools in the area are oversubscribed

5.4 The Greater London Authority have been consulted on the proposal at Stage 1 of the referral process and have raised the following:

- Proposal not considered to be inappropriate development
- The Council should ensure highest possible build quality is achieved
- Further details of SUDs required
- Further use of PV panels should be explored with further energy details required
- Greater number of cycle spaces are required
- Electric charging points in the car park are required.

The applicant has provided some additional information and amended the plans in response to these comments.

5.5 Thames Water – no objections

5.6 Historic England Archaeology Service – the application lies in an area of archaeological interest. Recommend condition.

5.7 Environmental Protection: conditions recommended regarding contaminated land and noise from machinery.

5.8 Highways Engineer – although appears to be capacity in surrounding streets, some concerns as current experience is that are often behavioural issues with

parents parking in restricted and unsuitable areas, but given the community no objections subject to suggested conditions

6. **Staff Comments**

- 6.1 The main issues in this case are considered to be the principle of the development in land use terms, with particular reference to the Green Belt status of the land, site layout and visual impact, impact upon existing neighbouring occupiers, highways and parking, heritage, security/safer places, sustainability, ecology and flood risk.
- 6.2 In terms of the Council's own local policies, the Local Development Framework, adopted 2008 applies, in particular. Policies CP8 (Community Facilities), CP9 (Reducing the need to Travel), CP10 (Sustainable Transport), CP14 (Green Belt), CP15 (Environmental Management), CP16 (Biodiversity and Geodiversity), CP17 (Design), CP18 (Heritage), DC26 (Location of Community Facilities), DC28 (Dual Use of School Facilities), DC29 (Educational Premises), DC32 (The Road Network), DC33 (Car Parking), DC34 (Walking), DC35 (Cycling), DC36 (Servicing), DC40 (Waste Management), DC45 (Appropriate Development in the Green Belt), DC46 (Major Developed Sites), DC48 (Flood Risk), DC49 (Sustainable Design and Construction), DC50 (Renewable Energy), DC51 (Water Supply, Drainage and Quality), DC55 (Noise), DC56 (Light), DC58 (Biodiversity and Geodiversity), DC59 (Biodiversity in New Developments), DC61 (Urban Design), DC62 (Access), DC63 (Delivering Safer Places) and DC70 (Archaeology and Ancient Monuments), DC71 (Other Historic Landscapes) are considered to be relevant.
- 6.3 The Council's Heritage SPD is also considered relevant.
- 6.4 The London Plan, Policies 3.1 (Ensuring Equal Life Chances for All), 3.18 (Education facilities), 3.19 (Sports Facilities), 5.2 (Minimising Carbon Dioxide Emissions), 5.3 (Sustainable Design and Construction), 5.7 (Renewable Energy), 5.9 (Overheating and Cooling), 5.13 (Sustainable Drainage), 6.9 (Cycling), 6.10 (walking), 6.13 (Parking), 7.2 (An Inclusive Environment), 7.3 (Designing Out Crime), 7.4 (Local Character), 7.6 (Architecture), 7.8 (Heritage Assets and Archaeology), 7.16 (Green Belt), 7.19 (Biodiversity and Access to Nature) are further material considerations
- 6.5 The application should also be assessed against the National Planning Policy Framework.

The principle of the development including Green Belt assessment

- 6.6 The site was most recently in educational use being occupied by part of the former Kings Wood School which was closed and demolished following the formation and construction of the Drapers Academy. The proposal would not change the use of the land – it would remain in educational use. Retaining community facilities (which includes education) is supported by Core Policy CP8 of the LDF. Policy in the NPPF states that Local Planning Authorities

should give great weight to the need to create, expand or alter schools (para 72). Policy 3.18 of the London Plan states that development proposals which enhance education and skills provision will be supported; proposals for new schools should be given positive consideration; multiple use of educational facilities for community or recreational use should be encouraged and proposals that encourage co-location of services between schools and colleges and other provision should be encouraged in order to maximise land use, reduce costs and develop the extended school or college's offer. The policy goes on to state that proposals that address the current and projected shortage of primary school places will be particularly encouraged. Policy DC29 of the LDF states that the Council will ensure that the provision of primary and secondary education facilities is sufficient in quantity and quality to meet the needs of residents by taking account of future demand and normally seeking to meet the need for increased school places within existing sites.

- 6.7 Within Havering there is an identified need for additional school places, evidenced by the schools commissioning report produced by the Council which shows an existing and proposed shortfall in school places across the Borough. Within Havering, there is a need to accommodate 3,000 additional primary school pupils over the next 5 years.
- 6.8 Staff therefore consider that the proposed development of the site for educational purposes would be acceptable in land use terms and that in actual fact there is strong policy that is in favour of the development given the shortage of school places in the Borough.
- 6.9 The main consideration in terms of the principle of the development relates to the Green Belt allocation of the site. National policy contained in the NPPF, reflected in LDF Policy DC45, states that the construction of new buildings inside the Green Belt is inappropriate unless it meets one of the specified exceptions. Taking the application site in isolation, the proposed school building would meet two of the NPPF stated exceptions:
- the replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
 - limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.

The previous Kings Wood School buildings on the site had a footprint of just over 4000 sq m, up to three storeys high covering a much greater area than the proposed building which would have a footprint of 1319 sq m and be two storeys high.

- 6.10 However, the Council has resolved to grant outline planning permission for a learning village over a much larger site, with much more built form comprising a maximum footprint of 18,010 sq metres, floorspace of 26,281 sq m and limitations on height (up to four storeys). It would therefore not be appropriate to

consider the site in isolation, but consider it as forming part of a much larger development which would not meet the exceptions to inappropriate development as stated in the NPPF, due to the increases in footprint and height compared to the situation in 2009 when the outline application was first submitted.

6.11 Therefore the proposed development is considered to be inappropriate development, harmful to the Green Belt and is considered to be a departure from the development plan.

6.12 The NPPF states that inappropriate development should not be approved, except in very special circumstances. It for the applicant to show why permission should be granted.

6.13 The following very special circumstances have been forwarded by the applicant in support of the application:

- The impact on the openness of the Green Belt will be minimised through appropriate siting, building design and landscaping and will be less than that of the school buildings on the site and intended as part of the outline approval for this part of the Learning Village
- The impact on the visual amenities of the Green Belt would be minimised
- The development would not be contrary to any of the stated purposes of including land in the Green Belt as outlined in the NPPF
- Transport, ecology and residential amenity impacts are within acceptable limits
- There would be significant benefit in providing primary school places on a previously developed site and within an area which has previously suffered from low levels of educational attainment
- There is a need throughout the Borough for primary school places which the local authority must meet as a legal duty
- Community use of school facilities will be available outside school hours
- Outline planning permission was granted in 2000 for a learning village that included the current site – the very special circumstances at that time are still relevant. In addition the footprint would be smaller than allowed by the outline.
- The government advises that great weight should be attached to development that meets educational needs.

6.14 It is also worth considering the very special circumstances that, as part of the Learning Village proposal were considered to outweigh the in principle harm to the Green Belt through inappropriateness:

- The proposal to co-locate learning establishments from pre-school to further and higher education on a single, unified site was considered to have significant regenerative benefits, addressing wider issues in the area such as educational attainment, social mix and inclusivity. The siting of the buildings around a central heart space was considered to provide a significant and identifiable centre for learning in the area, fulfilling both the

Councils Living Ambition for the Borough and specific programme for Harold Hill.

- There was a lack of alternative sites for the development. Locating the Learning Village at this site is a more sustainable form of development which should be supported.
- The proposal, although having some impact on the openness of the green belt, nonetheless it would not conflict with the purposes of including the land in the Green Belt. Furthermore, it was considered that the proposal would not have a harmful impact on the character of the Havering Ridge Area.
- A “footprint transfer” with the Havering College Quarles Campus being transferred to the Settle Road site with all buildings removed, to be secured by legal agreement, would result in a significant improvement to the Green Belt in the immediate area.
- In addition to the above, national and London Plan policies suggest a more favourable consideration for new educational facilities than was the case in 2009. This policy change adds to the very special circumstances case.

6.15 The outline permission for the Learning Village proposed a primary school building in the location of the present application, with a maximum footprint of 1,960 sq m in a building up to 10.5 metres high. Parameters limited the maximum width of the building to 75.5m and the maximum depth to 50m. Within the outline application a maximum floorspace of 2,428 sq m was indicated. The proposed building would have a footprint of 1315 sq m, a total width across the site of 71.5 m, a total depth of 43 m, a maximum height of 8.1 m and a floorspace of 2232 sq m. The position of the building does not follow the parameters of the outline permission in that the main part of the proposed building is set closer to Settle Road than the outline parameters would allow. It is considered that the proposal to locate the building closer to Settle Road assists in maintaining openness. Furthermore, apart from the siting, the proposed building is well within the footprint, width, depth and height parameters set by the outline permission for a building on this part of the site. Taken together with the Very Special Circumstances forwarded by the applicant and, in particular, the need in the Borough for primary school places, it is considered that the harm through inappropriate development in the Green Belt is outweighed in this case.

Design/Impact on Streetscene

6.16 The site formally contained a number of buildings up to three storeys in height mainly of flat roof design reflecting the style of educational buildings of the 1950's and 1960's. The proposed building would occupy less space and be lower than previous buildings resulting in more open space, particularly to the rear of the site. The building would be lower than the nearest building – the Drapers Academy and would be some 35 metres from the nearest residential dwelling. In this context the proposed building is considered to be of an acceptable scale and would not appear overdominant in views from neighbouring and surrounding land.

- 6.17 In terms of design, the building would appear modern and of simple design with both blocks finished predominantly in hardwearing fibre cement cladding system in contrasting grey colour together with glazing reveals and timber sections providing interest and articulation to the elevations. The final details of materials would be reserved by condition. Overall, the design is considered to be acceptable and complements the new Drapers Academy building adjacent.

Impact on Amenity

- 6.18 The proposed building is located over 35 metres from the nearest residential dwellings and at two storeys high is not considered to result in any impact on residents in terms of loss of outlook or light or overlooking.
- 6.19 The site was an existing school and so would have the usual activity associated with arrival/departure and outside play. The position of the car park is similar to what previously existed. Community use would add to general activity outside of main school hours, but given the distance from residents, this does not raise significant concerns. It is not considered that there would be significant increases in noise and disturbance. A condition is recommended limiting the hours that the sports pitches can be used

Highways/Parking

- 6.20 The proposal would result in an additional primary school in the immediate area providing for up to 420 pupils and 43 staff. The application has been accompanied by a detailed Transport Assessment which assesses the likely impact of the proposal on both road safety and parking capacity.
- 6.21 The Transport Statement estimates that, once fully occupied, the proposed school would generate 135 car trips in the morning and 112 car trips in the afternoon. Surveys undertaken indicate that the roads nearest to the proposed school have sufficient capacity to accommodate this demand, although in reality parents would try to park close to the school and there would be increased parking demand in Sheffield Drive, Settle Road and Oakley Drive in particular. It should be noted that the demand for spaces would be spread over the arrival and departure times which are spread over the morning and afternoon due to the breakfast and after school clubs that would operate from the school.
- 6.22 The Transport Statement considers that the increased car trips would not result in any significant highway safety issues nor capacity issues at the existing junctions. Competition for spaces nearest the school would increase but there would be sufficient parking capacity in streets surrounding the school to accommodate the increased demand. The Transport Statement recommends a mitigation strategy mainly based around a school travel plan to set target for reducing car journeys for pupils and staff.
- 6.23 The Council's Highways Engineer comments on the proposal are awaited.

- 6.24 It would be the case that any proposed new school would likely result in increased congestion and inconvenience during the drop off and pick up period. The Transport Statement in this case acknowledges that this would happen, although not to the extent that raises any highway safety issues and suggesting that the degree of additional impact could be mitigated to an extent by parents changing travelling preferences through a robust School Travel Plan. On this basis, given the very strong policy in regard to addressing the shortfall in school places in the borough, it is considered that the impact on parking in surrounding streets and associated inconvenience does not outweigh the policy presumption in favour of the development.
- 6.25 The proposal includes 29 staff parking spaces which is considered to be acceptable. Cycle parking would be provided in accordance with London Plan standards.

Access

- 6.26 The proposed building has been designed to be accessible with level access and lift to the upper floors.

Ecology

- 6.27 The application has included an ecological assessment which confirms that there are no protected species or habitats on the existing site. The previous learning village proposal suggested that suitable bat habitat should be incorporated into new buildings – it is recommended that a condition to secure this be applied.

Sustainability/Energy Efficiency

- 6.28 The application has been accompanied by an energy statement that suggests that the development would achieve a 25% improvement over current building regulation requirements. However, the London Plan requires a 35% improvement. The GLA have asked that the possibility of additional energy efficiency and sustainability measures be explored with the applicant. It is recommended that power be delegated to the Head of Regulatory Services to agree details of energy efficiency and sustainability measures in consultation with the GLA and subject to any conditions as necessary.

Flood Risk

- 6.29 Details of Sustainable Urban Drainage System (SUDs) have been submitted and would be secured by condition in accordance with national planning policy guidance.

Archaeology

6.30 The site is within an Archaeological Priority Zone. Historic England have recommended a condition requiring evaluation and if necessary investigation to take place before the development commences.

Secured by Design

6.31 A condition is recommended in relation to secure by design as recommended by the Designing Out Crime Officer.

Community Infrastructure Levy

6.32 As the proposed building would be for educational use, the development would be exempt from the Mayor of London CIL, as outlined in the adopted Charging Schedule.

7.0 Conclusion

7.1 The proposal for a new school which would contribute to improving educational facilities in the Borough and addresses the need for school places in the Borough. As such there is a very strong policy presumption in favour of the development. The development is considered to be inappropriate development in the Green Belt, in the main because it should be considered as part of the wider Learning Village proposal which seeks to significantly increase the amount of built development across the site. However, the proposal is for a smaller building than envisaged on this part of the Learning Village and together with the educational need represents very special circumstances that outweighs the harm to the Green Belt

7.2 As outlined in the highway/parking section of the report, there will be some increased parking in surrounding streets and although not a highway safety concern, will increase inconvenience for surrounding residents. However, weighed against the policy in favour of school places, any traffic impact is considered to be within acceptable limits.

7.3 The proposal is considered to be acceptable in all other respects. Therefore it is recommended that planning permission be granted.

IMPLICATIONS AND RISKS

Financial implications and risks: None

Legal implications and risks: None.

Human Resources implications and risks: None

Equalities implications and risks: The creation of a new primary school would bring direct benefits to the Harold Hill area and aid social inclusion in the area.

BACKGROUND PAPERS

1. Application form, plans and supporting documentation.