



# **REGULATORY SERVICES COMMITTEE**

**14 March 2013**

# **REPORT**

**Subject Heading:**

**P1474.12: Harold Court Primary  
School, Church Road, Harold Wood**

**Single storey extension to the rear of the school to provide 4 No. classrooms, including 2 No. canopies. Extension to the existing office at front of school and a new car park at the front of the school, providing 10 additional spaces. (Application received 04 January 2013)**

**Report Author and contact details:**

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**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 proposal is for the construction of a single storey extension to the rear of the school to provide 4 No. classrooms. The application also proposes the extension to the existing office at front of school in order to provide a secure reception area and a new car park at the front of the school for 10 additional spaces

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

## RECOMMENDATIONS

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

### 1) Time Limit

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 Act 1990.

### 2. In Accordance with Plans

The development hereby permitted shall not be carried out otherwise than in complete accordance with the approved plans, particulars and specifications.

**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.

### 3. Hours of Construction

No construction works or construction related deliveries into the site shall take place other than between the hours of 08.00 to 18.00 on Monday to Friday and 08.00 to 13.00 hours on Saturdays unless agreed in writing with the local planning authority. No construction works or construction related deliveries shall take place on Sundays, Bank or Public Holidays unless otherwise agreed in writing by the local planning authority.

**Reason:** To protect residential amenity.

#### 4. External Materials

The single storey building hereby approved shall be externally finished in materials to match that of the existing school building. The external materials shall then be retained as such thereafter.

**Reason:** To safeguard the appearance of the premises and the character of the immediate area and to accord with Policy DC61 of the LDF Core Strategy and Development Control Policies Development Plan Document.

#### 5. Secured by Design Condition

Prior to the commencement of the 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. The development shall be carried out in accordance with the approved details, and shall not be occupied or used until written confirmation of compliance with the agreed details has been submitted to and approved in writing by the LPA.

**Reason:** In the interest of creating safer, sustainable communities, reflecting guidance set out in the National Planning Policy Framework, Policy 7.3 of the London Plan, and Policies CP17 'Design' and DC63 'Delivering Safer Places' of the LBH LDF.

#### 6. 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.

## 7. Ground 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 as the Phase I Report which had already been submitted 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.
- b) A Phase III (Risk Management Strategy) Report if the Phase II Report confirms the presence of a significant pollutant linkage requiring remediation. The report will comprise of two parts:

Part A – Remediation Statement which will be fully implemented before it is first occupied. Any variation to the scheme shall be agreed in writing to the Local Planning Authority in advance of works being undertaken. The Remediation Scheme is to include consideration and proposals to deal with situations where, during works on site, contamination is encountered which has not previously been identified. Any further contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Planning Authority for written approval.

Part B – Following completion of the remediation works a 'Validation Report' must be submitted demonstrating that the works have been carried out satisfactorily and remediation targets have been achieved.

- c) If during development works any contamination should be encountered which was not previously identified and is derived from a different source and/or of a different type to those included in the contamination proposals then revised contamination proposals shall be submitted to the LPA ; and
- d) If during development work, site contaminants are found in areas previously expected to be clean, then their remediation shall be carried out in line with the agreed contamination proposals.

For further guidance see the leaflet titled, 'Land Contamination and the Planning Process'.

**Reason:** To protect those engaged in construction and occupation of the development from potential contamination.

## 8. Alterations to Highway

The proposed alterations to the Public Highway including details of the new gate entrance to the school shall be submitted in detail for approval prior to the commencement of the development.

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

#### 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 private 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 desire lines and to accord with Policy DC34.

#### 10. Review of Parking Restrictions

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 local junctions are not unduly impeded.

**Reason:** To ensure the interests of highway safety and amenity and to accord with Policy DC 32. To ensure the interests of pedestrians and address desire lines and to accord with Policy DC 34

### **INFORMATIVES**

#### 1. Reason for Approval:

The proposed development is considered to be in accordance with the aims, objectives and provisions of policies CP8, CP10, CP17, DC18, DC26, DC29, DC33, DC61 and DC63 of the LDF Core Strategy and Development Control Policies Development Plan Document, Policies 3.18, 6.13, 7.4 and 8.3 of the London Plan and the National Planning Policy Framework (NPPF).

Note: 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. Statement Required by Article 31 (cc) of the Town and Country Planning (Development Management) Order 2010: 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. In aiming to satisfy condition 5 the applicant should seek the advice of the Police Crime Prevention Design Advisor. The services of the local Police CPDA are available free of charge through Havering Development and Building Control. It is the policy of the local planning authority to consult with the Borough CPDA in the discharging of community safety condition(s).
4. The Highway Authority requires the Planning Authority to advise the applicant that 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. The Highway Authority requests that these comments are passed to the applicant. Any proposals which involve building over the public highway as managed by the London Borough of Havering, will require a licence and the applicant must contact StreetCare, Traffic & Engineering on 01708 433750 to commence the Submission/ Licence Approval process.
5. Should this application be granted planning permission, the developer, their representatives and contractors are advised that this does not discharge the requirements under 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) required during the construction of the development.

## REPORT DETAIL

### 1. **Site Description**

- 1.1 The application site is Harold Court Primary School, which is located on the north side of Church Road and opposite the junction with Bates Road. The school was originally constructed in the 1930's and consist of a single storey infants and junior school forming an internal courtyard arrangement with surrounding playground areas and grassed playing fields at the rear of the school. There is limited parking to the school frontage in the south-western

corner of the site. The site is surrounded by residential dwellings with the exception of an office building to the south.

- 1.2 Harold Court Primary School is currently a one and a half form of entry school providing educational requirements for approximately 315 children aged from 5 to 11 years old.

## **2. Description of Proposal**

- 2.1 The proposal is to construct a single storey extension adjoining the existing infants building, providing 4 no. new classrooms, along with extending the existing corridor to match and line with the existing building. It is also proposed to include 2 no. steel framed covered areas enclosing the courtyard.
- 2.2 The proposal would result in an increase to the school intake from a one and a half form of entry to a two form of entry, raising the school intake by 105 pupils from 315 to 420 places.
- 2.3 The proposal would also include a single storey extension to the front of the building in order to provide a secure reception area to the existing office. Additional parking is also proposed to the front of the school for 10 additional vehicles. The application has also indicated that there is also the potential for a future extension to add 9 additional spaces.

## **3. Relevant History**

- 3.1 P0674.07 - Children's centre incorporating an office, counselling rooms, W.C,s and external courtyard. The proposal also included a permanent crossover and 2 No. parking bays - Approved
- 3.2 P2272.05 - Proposed single storey classroom extension, including W.C's. Replacing existing demountable buildings - Approved

## **4. Consultations/Representations**

- 4.1 Neighbour notification letters have been sent to 66 neighbouring addresses. Three letters of objection were received which raises concerns regarding the problems associated with parents parking in front of driveways, noise and disturbance, loss of green land, location of building in a flood area, litter and loss of property value.
- 4.2 The loss of property value is not a material planning consideration. Problems associated with parking in front of residents driveways is not a material planning consideration for this application and is a matter for enforcement. Noise and disturbance would be discussed later in this document. Although there would be loss of a small area of open space between existing buildings, there would not be a loss of playing field. The proposed development is not situated in any of Flood Zones 1-3. Also the

concerns raised regarding litter is not a material planning consideration but rather a matter for the school to consider as part of a litter strategy.

## **5. Staff Comments**

- 5.1 The issues arising from this proposal are the principle of the development, the impact on the character of the surrounding area, the impact on local residential amenity, parking and highway impact and environmental issues.
- 5.2 Policies CP8 (Community Facilities), CP10 (Sustainable Transport), CP17 (Design), DC18 (Protection of Public Open Space, Recreation, Sports and Leisure), DC26 (Location of Community Facilities), DC29 (Educational Facilities), DC33 (Car parking), DC61 (Urban Design) and DC63 (Delivering Safer Places) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Document.
- 5.3 Policies 3.18 (Education Facilities), 6.13 (Parking), 7.4 (Local Character), 8.3 (Community Infrastructure Levy) of the London Plan (2011) and the National Planning Policy Framework (NPPF) are also relevant.

## **6. Principle of Development**

- 6.1 The proposal is for the construction of a single storey extension to the rear of the school to provide 4 No. classrooms and 2 No. steel framed covered areas enclosing the courtyard. The application also proposes the extension to the existing office at front of school in order to provide a secure reception area and a new car park at the front of the school for 10 additional spaces. The proposal would not result in a loss of playing field, is acceptable in principle and complies with LDF Policy DC29.
- 6.2 In recent years there has been an increase in the birth rate in the south east of the country leading to pressure being placed on the current educational system/premises culminating in an urgent need for additional school places across the borough to fulfil the authorities basic legal responsibilities.

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

- 7.1 The proposed classroom extension is situated to the rear of the site and is not considered to have an impact on the streetscene. These additions are in keeping with the existing school building, built at the same height and would not have a harmful visual impact in the surrounding area.
- 7.2 The proposed single storey front addition has been designed in keeping with the existing school building and would not result in a harmful impact to the streetscene and surrounding area.
- 7.3 Although the addition of parking to the front of the school would result in the loss of vegetation, Staff do not consider this to result in an unacceptable impact to the streetscene and surrounding area. Any loss of vegetation



could be mitigated by a landscape strip between the proposed parking spaces and Church Road.

## **8. Impact on Amenity**

8.1 The proposed additions are not considered to have a harmful impact on neighbouring amenity as the additions would not be situated any closer to neighbouring properties than that of the existing school buildings. The closest neighbour dwelling is situated approximately 40m away with their rear boundary approximately 16m away.

8.2 Staff recognise that the increase to pupil numbers by 105 children would cause additional noise and disturbance, however given the use of the existing school site and grounds Staff do not consider the increase in noise and disturbance to be to such a degree as to justify a refusal.

## **9. Parking and Highway Issues**

9.1 The Annex 5 of the Core Strategy and Development Control Policies Development Plan Document requires 1 parking space for per teaching staff. The proposal would result in an increase to the total full time equivalent of teaching staff from 21 to 23. The proposal is to increase the existing parking spaces from 12 to 22, an increase of 10 spaces.

9.2 Although the parking provision on site is still 1 space short of the requirement, Staff consider the increase in teaching staff in relation to the additional spaces provided to be acceptable. It should also be noted that the applicant has indicated the potential for additional future car parking as Phase 2. Also Highways have not raised any objection but has asked for certain conditions to be added in the event of an approval.

9.3 Staff recognise that the increase in pupils would result in more vehicle trips to the school to drop off and pick up pupils especially during the busy times in the mornings and afternoons. The application has however demonstrated in the Transport Statement that the expansion is expected to generate a relatively low volume of additional vehicular movement and demand for on-street parking. It has also been demonstrated that sufficient residual capacity for car parking is available in the wider area surrounding the school to accommodate the additional demand generated, particularly if more parents 'park and walk' from locations that are a 5 minute walk from the school gates. It is further recommended that the School continue to address issues arising from travel demand through the existing School Travel Plan. Staff concurs with the assessment and do not consider the increase in travel demand to result in an unacceptable harm over and above the status quo.

## **10. Community Infrastructure Levy**

10.1 Schools are exempt from CIL

## **11. Conclusion**

Having regard to all relevant factors and material planning considerations Staff are of the view that this proposal would be acceptable. Staff are of the view that the proposal would not have a harmful impact on the surrounding area or result in a loss of amenity to neighbouring occupiers. The proposal is considered to be acceptable in all other respects and it is therefore recommended that planning permission be granted subject to conditions.

## **IMPLICATIONS AND RISKS**

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

None.

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

None.

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

None.

### **Equalities implications and risks:**

None

## **BACKGROUND PAPERS**

Application form, drawings and supporting statement received on 4 January 2013.