



REGULATORY SERVICES COMMITTEE

REPORT

24 October 2013

Subject Heading:

**P0919.13 – Parsonage Farm Primary
School, Farm Road, Rainham**

**Single storey extension, new car park,
relocation of a garage and associated
landscaping (Application received 24th
July 2013)**

Report Author and contact details:

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Policy context:

**Local Development Framework,
London Plan
National Planning Policy**

Financial summary:

None

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

Clean, safe and green borough	[x]
Excellence in education and learning	[x]
Opportunities for all through economic, social and cultural activity	[]
Value and enhance the life of every individual	[]
High customer satisfaction and a stable council tax	[]

SUMMARY

This matter is brought before committee as the application site is Council owned. The application seeks full planning permission for a single storey extension, new car park, relocation of a garage and associated landscaping. Staff consider the application to be acceptable and recommend its approval subject to conditions.

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 Planning Act 1990 (as amended by Section 51 of the Planning and Compulsory Purchase Act 2004).

2. Materials – The proposed development hereby approved shall be constructed in accordance with the materials detailed under Section 10 of the application form unless otherwise agreed in writing by the Local Planning Authority.

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

4. Surfacing materials - Before any of the development hereby permitted is commenced, surfacing materials for the parking area shall be submitted to and approved in writing by the Local Planning Authority and thereafter the parking area 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 in the interests of highway safety.

5. Highway alterations - The proposed alterations to the Public Highway 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.

6. Wheel scrubbing - Before the development hereby permitted is first commenced, wheel scrubbing/wash down facilities to prevent mud being deposited onto the public highway during construction works shall be provided 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 on site.

Reason: 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.

7. Construction methodology - Before development is commenced, a scheme shall be submitted to and approved in writing by the Local Planning Authority making provision for a Construction Method Statement to control the adverse impact of the development on the amenity of the public and nearby occupiers. 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:To protect residential amenity, and in order that the development accords the Development Control Policies Development Plan Document Policy DC61.

8. 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.

9. Contamination - Before any part of the development is occupied, site derived soils and/or imported soils shall be tested for chemical contamination, and the results of this testing together with an assessment of suitability for their intended use shall be submitted and approved in writing by the Local Planning Authority. Without prejudice to the generality of the foregoing, all topsoil used for gardens and/or landscaping purposes shall in addition satisfy the requirements of BS 3882:2007 "Specification of Topsoil".

Reason: To ensure that the occupants of the development are not subject to any risks from soil contamination in accordance with Development Control Policies Development Plan Document Policy DC53.

INFORMATIVES

1. 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.
2. The applicant is advised 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.
3. 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.
4. The proposals should provide a 2.1 by 2.1 metre pedestrian visibility splay on either side of the proposed access, set back to the boundary of the public

footway. There should be no obstruction or object higher than 0.6 metres within the visibility splay.

REPORT DETAIL

1. Site Description

- 1.1 The application site is Parsonage Farm Primary School which is located on the southern side of Farm Road. There are playing fields to rear of the school building, which separates it from surrounding residential properties. The application site is located within a predominantly residential area and is joined on four sides by residential properties with associated rear gardens.

2. Description of Proposal

- 2.1 The application seeks permission for a single storey extension that comprises of three classrooms with toilets. The extension would have a width of 21.6 metres, a depth of 10.5 metres and a height of 5 metres with a pitched roof. The proposed materials for the extension are facing brickwork, red roof tiles and powder coated aluminium windows.
- 2.2 The proposal includes relocating a garage adjacent to the southern boundary of the site.
- 2.2 At present, there are 6 car parking spaces. The proposal involves the creation of a new staff car park in the western corner of the site with 36 car parking spaces to provide a total of 42 car parking spaces with associated landscaping. The car park would be accessed from Allen Road with electric controlled barriers.
- 2.3 Parsonage Farm Primary School is currently a two form entry school, providing educational requirements for approximately 420 children aged 5 to 11 years old from the surrounding local areas. Due to taking on bulge classes in 2012/3, the school is currently operating a three form of entry to reception and year 1 only. In recent years, there has been an increase in the birth rate in the south east of the country, resulting in pressure on the current educational premises and an urgent need for additional school places across the borough to fulfil the authorities' basic legal responsibilities.
- 2.4 A desktop analysis revealed that the school's existing accommodation is in excess of the requirements of a two form of entry school and this same analysis identified Parsonage Farm Primary School has been identified for expansion to provide the required additional school places in this area of the borough. It is proposed to increase the school intake permanently from a two form of entry to a three form of entry and raise the number of places from 420 to 630.

3. Relevant History

3.1 P0079.13 – Single storey extension – Approved.

P1272.05 –Single storey extension to existing School, incorporating a classroom, staffroom, library and toilets with link under cover/walkway– Approved.

4. Consultations/Representations

4.1 Notification letters were sent to 32 neighbouring properties. No letters of representation have been received.

5. Relevant Policies

5.1 Policies CP17 (Design), DC29 (Educational Premises), DC33 (Car parking), DC34 (Walking), DC35 (Cycling) and DC61 (Urban Design) of the Local Development Framework Core Strategy and Development Control Policies Development Plan Documents are material planning considerations. In addition, Policies 3.18 (Educational facilities), 6.13 (Parking) and 7.4 (Local character) of the London Plan and Chapters 7 (Requiring good design) and 8 (Promoting healthy communities) of the National Planning Policy Framework are relevant.

6. Staff Comments

6.1 This proposal is put before the Committee owing to the land being Council owned. The issues arising in respect of this application will be addressed under the headings impact on the streetscene, amenity issues and parking and highways implications.

6.2 Principle of Development

6.2.1 The proposal is for an extension to provide three classrooms, a car park, relocate a garage and associated landscaping. The proposal is acceptable in principle and complies with LDF Policy DC29.

6.3 Design/impact on street/Garden scene

6.3.1 It is considered that the single storey extension would not be harmful to the streetscene, as it would be located in between two school buildings to the rear of the site and within the school grounds. It is considered that the single storey extension has been designed in sympathy with the existing school buildings. Staff consider that relocating the garage would not adversely affect the streetscene, as it would be set back approximately 28 metres from Allen Road. It is considered that the car park would not be harmful to the streetscene, as it would be partly screened by the trees that adjoin the playing field on the western boundary of the site, the electric gates and a 2m high fence.

6.4 Impact on amenity

6.4.1 It is considered that the extension would not be harmful to residential amenity, as it is single storey, would be located in between two school buildings and approximately 81 metres from the western boundary of the site. It is recognised that an additional two hundred and ten pupils would increase noise and disturbance, although this would be balanced against pupils utilising the whole of the school site.

6.4.2 It is considered that the car park would not result in a significant loss of amenity to neighbouring properties, as there would be a separation distance of between approximately 24 and 27 metres between the car parking spaces and the rear elevation of neighbouring properties in Farm Road. It is noted that No.31 Farm Road has a single storey outbuilding in its rear garden, which may help to mitigate the impact of the car park. There would be a separation distance of between approximately 19 and 21 metres between the car parking spaces and the front elevation of neighbouring properties in Allen Road. It is noted that the parking spaces are for staff and therefore, they will only be used during term time and would not be in constant use. It is considered that the fencing on the boundaries of the site would help to buffer the noise from the play areas and the car park.

6.5 Highway/parking issues

6.5.1 At present, there are 6 car parking spaces. The proposal involves the creation of 36 spaces to provide a total of 42 car parking spaces. The Highway Authority has not raised any objection but has asked for certain conditions to be added in the event of an approval.

7. Conclusion

7.1 Having regard to all relevant factors and material planning considerations staff are of the view that this proposal for a single storey extension, new car park, relocation of a garage and associated landscaping would be acceptable. Staff are of the view that the proposal would not have an impact on the streetscene 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:

This application is considered on its own merits and independently from the Council's interest as owner of the site.

Human Resources implications and risks:

None.

Equalities implications and risks:

The Council's planning policies are implemented with regard to Equalities and Diversity.

BACKGROUND PAPERS

Plans and application form received on 24th July 2013.