

Application reference: 17/0824/FUL
HAMPTON NORTH WARD

Date application received	Date made valid	Target report date	8 Week date
01.03.2017	08.03.2017	03.05.2017	03.05.2017

EOT 27/10/2017

Site:

The Newhouse Centre , Buckingham Road, Hampton, TW12 3LT

Proposal:

Single-storey extensions to north eastern and south western sides of existing school to provide accommodation for additional Special Educational Needs (SEN) pupils. The proposed works will consist of and include: creation of dropped kerb on Tangle Park Road to create cross-over for minibus drop-off/pick-up; relocation of existing refuse and cycle stores; internal refurbishment; associated boundary treatment and hard and soft landscaping.

Amended as follows on 01.09.2017:

Amended Description of Proposal and receipt of additional supporting documents

Status: Pending Consideration (If status = HOLD please check that all is OK before you proceed any further with this application)

APPLICANT NAME

Mrs Beverly Butler
Civic Centre
44 York Street
Twickenham
TW1 3BZ

AGENT NAME

DHPUK
243 Brooklands Road
Weybridge
KT13 0RH

DC Site Notice: printed on 21.03.2017 and posted on 31.03.2017 and due to expire on 21.04.2017

Consultations:

Internal/External:

Consultee

LBRUT Education
LBRUT Transport
LBRuT Trees Preservation Officer (North)
LBRuT Ecology
LBRUT Transport

Expiry Date

04.04.2017
04.04.2017
04.04.2017
04.04.2017
15.09.2017

Neighbours:

9 Warner Close, Hampton, TW12 3LY - 21.03.2017
10 Warner Close, Hampton, TW12 3LY - 21.03.2017
11 Warner Close, Hampton, TW12 3LY - 21.03.2017
6 Warner Close, Hampton, TW12 3LY - 21.03.2017
7 Warner Close, Hampton, TW12 3LY - 21.03.2017
8 Warner Close, Hampton, TW12 3LY - 21.03.2017
5 Warner Close, Hampton, TW12 3LY - 21.03.2017
1 Warner Close, Hampton, TW12 3LY - 21.03.2017
3 Warner Close, Hampton, TW12 3LY - 21.03.2017
2 Warner Close, Hampton, TW12 3LY - 21.03.2017
4 Warner Close, Hampton, TW12 3LY - 21.03.2017
Buckingham Primary School, Buckingham Road, Hampton, TW12 3LT, - 21.03.2017
School Caretakers House, Buckingham Road, Hampton, TW12 3JA, - 21.03.2017
94 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
92 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
96 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
98 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
108 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017

104 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
110 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
106 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
102 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
100 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
122 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
120 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
118 Buckingham Road, Hampton, TW12 3JR, - 21.03.2017
119 Buckingham Road, Hampton, TW12 3LT, - 21.03.2017
Ambulance Sub Station, Tangle Park Road, Hampton, TW12 3YH - 21.03.2017
5 Embleton Walk, Hampton, TW12 3YU, - 21.03.2017
3 Embleton Walk, Hampton, TW12 3YU, - 21.03.2017
7 Embleton Walk, Hampton, TW12 3YU, - 21.03.2017
1 Embleton Walk, Hampton, TW12 3YU, - 21.03.2017
77 Tangle Park Road, Hampton, TW12 3LX, -
76 Tangle Park Road, Hampton, TW12 3LX, - 21.03.2017
Parks And Open Spaces - 21.03.2017
5A Haslemere Close, Hampton, TW12 3JT, - 21.03.2017
9 Embleton Walk, Hampton, TW12 3YU, - 21.03.2017
12 Tangle Park Road, Hampton, TW12 3YH, --
79 Hanworth Road, Hampton, TW12 3EA, -
162 Buckingham Road, Hampton, TW12 3JR -

History: Development Management, Appeals, Building Control, Enforcements:

Development Management

Status: GTD

Application: 15/0924/VRC

Date: 29/04/2015

Continuation of use of demountable classroom for a further 3 years.

Development Management

Status: WDN

Application: 17/0426/FUL

Date: 24/02/2017

Single storey extensions to north eastern and south western sides of existing school. Creation of dropped kerb to facilitate enlargement of existing car park. Realignment of existing boundary fence fronting Tangle Park Road incorporating existing grass verge. Relocation of existing refuse and cycle stores. Associated hard and soft landscaping.

Development Management

Status: PCO

Application: 17/0824/FUL

Date:

Single-storey extensions to north eastern and south western sides of existing school to provide accommodation for additional Special Educational Needs (SEN) pupils. The proposed works will consist of and include: creation of dropped kerb on Tangle Park Road to create cross-over for minibus drop-off/pick-up; relocation of existing refuse and cycle stores; internal refurbishment; associated boundary treatment and hard and soft landscaping.

Recommendation:

The determination of this application falls within the scope of Officer delegated powers - YES / NO

I therefore recommend the following:

- 1. REFUSAL
- 2. PERMISSION
- 3. FORWARD TO COMMITTEE

This application is CIL liable YES* NO
(*If yes, complete CIL tab in Uniform)

This application requires a Legal Agreement YES* NO
(*If yes, complete Development Condition Monitoring in Uniform)

This application has representations online (which are not on the file) YES NO

This application has representations on file YES NO

Case Officer (Initials): JSI

Dated: 26/10/2017

I agree the recommendation:

Team Leader/Head of Development Management/Principal Planner
Dated: [Signature] 26/10/2017

This application has been subject to representations that are contrary to the officer recommendation. The Head of Development Management has considered those representations and concluded that the application can be determined without reference to the Planning Committee in conjunction with existing delegated authority.

Head of Development Management:

Dated:

REASONS:
CONDITIONS:
INFORMATIVES:
UDP POLICIES:
OTHER POLICIES:

The following table will populate as a quick check by running the template once items have been entered into Uniform

SUMMARY OF CONDITIONS AND INFORMATIVES

CONDITIONS

INFORMATIVES

U19727	Composite Informative
U19728	NPPF APPROVAL - Para. 186 and 187
U19767	Highway works
U19730	NS02 Advice on Travel Plan
U19729	NI01 Advice landscaping and ecology

PCL XL error

Warning: IllegalMediaSource

Application reference: 17/0824/FUL
Site address: The Newhouse Centre, Buckingham Road, Hampton,
Ward: Hampton North

Case officer: Ms Joanne Simpson

http://www2.richmond.gov.uk/plandata2/Planning_CaseNo.aspx?strCASENO=17/0824/FUL

Proposal: Single-storey extensions to north eastern and south western sides of existing school to provide accommodation for additional Special Educational Needs (SEN) pupils.

The proposed works will consist of and include: creation of dropped kerb on Tangle Park Road to create cross-over for minibus drop-off/pick-up; relocation of existing refuse and cycle stores; internal refurbishment; associated boundary treatment and hard and soft landscaping

Applicant: Mrs Beverly Butler, The London Borough of Richmond-upon-Thames (LBRuT)

Application received: 01/03/2017

Main development policies:

- Core Strategy (2009): CP1, CP2, CP3, CP4, CP5, CP6, CP7, CP10, CP18
- Development Management Plan (2011): DM SD1, SD2, OS5, OS6, OS8, SI1, TP1, TP2, TP6, TP7, TP8, DC1, DC4, DC5.
- Local Plan (Publication version 2017): LP1, LP8, LP13, LP15, LP16, LP20, LP22, LP24, LP28, LP29, LP31, LP44, LP45,
- National Planning Policy Framework (NPPF) (2012)
- The London Plan (2016), including: 1.1, 3.1, 3.18, 3.19, 5.1, 5.2, 5.3, 5.5, 5.6, 5.7, 6.3, 6.9, 6.10, 6.13, 7.2, 7.3, 7.4, 7.5, 7.6, 7.13, 7.14, 7.15, 7.19, 7.21
- Supplementary Planning Guidance and Documents

SUMMARY OF APPLICATION

The scheme is for 2x single-storey extensions to the existing school to allow for an increase in SEN pupil numbers from 25 to 50, assisting the need for much-required school places for children with learning difficulties, complex needs and autism.

The existing building will be increased in size from 714m² to 840m² in footprint.

The proposed development is required to accommodate existing pupil numbers to be transferred from Clarendon School on Hanworth Road. As part of LBRuT's commitment to improve SEN provision in the borough, Clarendon School will become an umbrella SEN provider, with the current site planned for vacation in September 2018 and extended provision delivered across three sites. This application forms the last part of the strategic plan, having already provided upgraded premises at The Gateway on Percy Road and with the development of Key Stage (KS) 3-4 provision at the Richmond College Campus, planned for completion by September 2018.

The existing school is predominantly a single-storey structure with a pyramid-style roof and assembly hall. Existing elevations are of little architectural merit and it is intended that the well-designed extensions would enhance the aesthetics of the building whilst their modest size ensures that the scheme does not unduly compromise the character and appearance of the site and streetscene, nor the amenities of adjoining residents.

An additional vehicular entrance will be provided on Tangley Park Road with the original entrance on Buckingham Road re-designated as an exit. This will allow for a space for up to five minibuses to drop off pupils in a secure and safe environment. 2x car parking spaces (including 1x disabled) would be provided plus a possible permanent space for a mini-bus. It is acknowledged car-parking provision is low and that the new entrance would lead to a reduction in green verge. However, on balance this is acceptable taking into account the particular circumstances of the site and the overall public benefits of the scheme.

RECOMMENDATION: Grant APPROVAL subject to conditions and informatives

Site and background to development:

1. The Newhouse Centre is currently unoccupied. It was previously used until August 2015 as a specialist KS3-4 provision for 25 pupils with Behavioural, Emotional and Social Difficulties (BESD) needs. It is part of Clarendon School which has been designated an umbrella SEN provider in the area (the Aurigia Academy Trust).
2. The application site is located in a residential area and bounded by Buckingham Road to the north and Tangley Park Road to the west. Residential properties are located on the southern boundary and Buckingham Primary School on the eastern boundary. Vehicle and pedestrian access is from Buckingham Road.
3. The main school building was constructed circa 1977, but there are a number of small extensions that been constructed since that time. It is predominantly a single-storey structure with a pyramid-style roof and an assembly hall. The buildings are constructed mainly of blockwork construction with areas of blue panels above window sill height. Roofs are predominantly felt flat roofs, whilst the central pyramid-style roof is grey cement slates. The exterior windows are predominantly white double-glazed aluminium.
4. The existing school site area is approximately 2,941m². The main school building is located centrally on the site. A hard play area and artificial pitch is located south of the main building. There are no playing fields within the site boundaries. There is a temporary modular building located on the western boundary of the site comprising 2x classrooms and toilets. This will be removed as part of the proposed development.
5. There are a number of trees that border the site with a limited amount around the main body of the site.

Planning history:

6. Relevant planning history for the site is below:

17/0426/FUL	Single-storey extensions to extensions to north eastern and south western sides of existing school. Creation of dropped-kerb to facilitate enlargement of existing car park. Realignment of existing boundary fence fronting Tangley Park Road incorporating existing grass verge. Relocation of existing refuse and cycle stores. Associated hard and soft landscaping. Withdrawn by applicant (inaccuracies in the submission) – 24/02/2017
15/0924/VRC	Continuation of use of demountable classroom for a further three years. (removal required by 27 April 2018) Approved – 27/04/2015

Proposal:

7. The application seeks planning permission for the following:
- 1x single-storey extension to north eastern side of existing school for Reception and KS1 classroom with toilets;
 - 1x single-storey extension to south western side of existing school for KS2 classroom and toilets;
 - Demolition/rebuilding of 47m² within existing site envelope;
 - Removal of temporary classroom building;
 - Internal refurbishment works.
8. A number of external works are also proposed, including:
- Creation of dropped kerb in Tanglely Park Road to create cross-over for mini-bus drop-off/pick-up and installation of automated sliding access gate;
 - Creation of 2x on-site car parking spaces (1x blue badge, 1x for headteacher);
 - Relocation of existing refuse and cycle stores to north side of site near Buckingham Road vehicular exit and pedestrian entrance;
 - Associated boundary treatment;
 - Hard and soft landscaping.

Amendments:

9. Following discussions with planning officers, the applicant submitted the following amendments to the scheme:
- Retention of grass verge on western boundary and no longer incorporating into application site;
 - Reduction of proposed on-site car parking spaces from 11 to 2;
 - Artificial grass to be laid where car park spaces 8-11 were originally located;
 - Relocation of bin store next to Buckingham Road vehicular exit;
 - Relocation of children's tricycles to southern boundary corner;
 - New tree planting within school boundary;
 - Identification of one new tree as T19.

Material representations – consultees:

10. The following consultees were consulted, and their comments are summarised below. Comments are discussed in greater detail further in the report as part of the officer's assessment.

Consultee	Comments
Achieving for Children	<p>The scheme will enable the primary school phase of the much-needed re-provision of Clarendon SEN School from its current site in Hanworth Road;</p> <p>The re-provision of SEN services will benefit many generation of local children with special education needs and disabilities by providing them with a much-improved learning environment.</p>
LBRuT Ecology Officer	<p><u>06/04/2017</u> No objections in principle. Recommended conditions in relation to lighting, landscaping, grass verge mitigation and ecological enhancements.</p>

LBRuT Trees Officer	<p><u>05/04/2017</u> No objections in principle. Recommended submission of further details in relation to tree removal/retention, which could be secured by condition.</p> <p>Confirmation is required regarding the trees to be removed, retention and replacement planting detail.</p>
LBRuT Transport Officer	<p><u>18/04/2017</u> – in response to the scheme as originally submitted</p> <p>Objection – loss of the grass verge and crossover, without first demonstrating both are necessary for the school parking / drop off area to function.</p> <ul style="list-style-type: none"> • Objection to the loss of the highway verge and the new crossover on Tangle Park Road. The applicant was previously advised to keep the current parking area for minibuses only. Whilst there may be an increase in parent parking from the expanded Buckingham School at drop-off and pick-up times, at all other times Buckingham Road is fairly quiet. There is always parking available alongside the adjacent playing fields. • It is clear from the parking surveys that there are parking spaces available within 100m of the site even at drop-off and pick-up times. • Questions around the staff survey methodology: were staff asked if they would be using the same mode of travel to Newhouse Centre site as to the current site? How many teachers transferring from Clarendon school to the site? Will there be no increase in teacher numbers? Does the staff number include peripatetic teachers, and how will they travel? • Questions around the parent survey methodology: were parents of the children moving to the site asked how they will travel to the new site? • Will require information about where new pupils will be travelling from, and how many. • More information required about how the minibuses will be managed, as they will not all arrive at the same time. Will the site gate be open when the first minibuses arrive and how will they manage movements within the car park when children are being transferred from/to the minibuses? • Require manoeuvring tracks for each minibus getting into place. • Recommend the following conditions: <ul style="list-style-type: none"> ➢ CMS ➢ refuse/recycling and cycle storage
LBRuT Sustainable Travel Officer	<p><u>18/04/2017</u> – in response to originally submitted scheme</p> <p>Comments: Note no Sustainable Travel Plan was submitted, but that the school is working towards the TfL STARS: Getting Young London Moving accreditation on-line. In order to meet this, applicant will need to add</p>

	<p>more supporting activities in the form of curriculum, partnership/funding and promotion options. Below is a summary of the officer's comments to the applicant relating to the work included so far in the STARS Sustainable Travel Plan (STP):</p> <ul style="list-style-type: none"> • The surveys show that pupils are travelling sustainably. Suggestion that references are to whole numbers of car use (4) rather than as a percentage (22%), as 22% is not so much of a problem in the case of a small school like The Newhouse Centre as it would be at a larger school. • Suggest a 'park and stride' target for staff (from 0% to 2%). • Car-share staff target should read from 0% to 2%. • Initiative suggestions for the school to consider: <ul style="list-style-type: none"> ➢ Public transport use for school trips, private coaches for school trips and pool bikes/scooters can all be included as part of a STARS Sustainable Travel Plan. • Initiatives to consider to encourage sustainable travel amongst staff: <ul style="list-style-type: none"> ➢ Promotion of LBRuT adult cycle training courses; ➢ Holding a 'cycle to work day' alongside existing 'biker's breakfast' day; ➢ Consideration of London, national and global events as part of the curriculum and for staff to take part in. ➢ Consideration of more staff parking/smarter driving initiatives.
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11. Transport officers were re-consulted in order to comment on the amended scheme.

Consultee	Comments
LBRuT Transport Officer	<p><u>15/09/2017</u> – No objection in principle. Recommendation of additional information, which is discussed further in the report as part of the officer's assessment. Recommendations secured by condition.</p> <ul style="list-style-type: none"> • LBRuT Transport's analysis of anticipated demand for on-street parking within the adjacent roads of Buckingham Road, Tangle Park Road (including Warner Close and Embleton Walk) and Haslemere Close using data contained with the applicant's Transport Statement indicates that on-street parking will be required for approximately 27 vehicles during the course of the new school day with spare on-street parking spaces of 30 at the busiest a.m. opening time and 32 at the busiest p.m. afternoon closing time. • The related on-street parking stress of 90% and 85% exceeds the parking stress of 80% • The associated walking distances for the parking survey roads to the current Buckingham Road gate range from approximately 90m to 140m: <ul style="list-style-type: none"> ➢ Parking surveys usually extend up to 200m safe walking distance from the proposed school's pedestrian gate.

	<ul style="list-style-type: none"> • It is recommended that the applicant undertakes a survey of existing parents of Clarendon SEN School to determine the expected mode of travel of pupils to the Newhouse Centre school location. • It is recommended that the applicant undertakes a survey of existing staff of Clarendon SEN School to determine their expected mode of travel to the Newhouse Centre school location. • Details should be provided of the type and number of safe and secure parking facilities to be provided at the school for use by staff, pupils and visitors. • The minibus swept path analysis does not convincingly demonstrate that six minibuses can park safely within the school compound during the morning school opening and afternoon school closing: • Swept path analysis does not detail the expected locations of drop-off and pick-up points of minibus passengers. • Condition requiring: <ul style="list-style-type: none"> • CMS, including swept path analysis. • Details of construction traffic route(s). • Number of construction workers expected to be on-site during a typical working day; • Expected method of travel to/from the site, and • Expected usage of local on-street parking. • In respect of the proposed new drop-kerb on Tangley Park Road, drawings/end elevations should be submitted showing height and width of the proposed gate and adjacent walls/fencing, in addition to details of the associated construction materials. • Drawings are required detailing vehicle sightlines in accordance with the Council's 'Front Garden and Other Off-Street Parking Standards' SPD. • Question ownership of the grass verge.
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Material representations - neighbours:

12. A public consultation was held on 19/01/2017 to seek comments on the scheme as originally submitted (which included the incorporation of the grass verge into the applicant site and the inclusion of 11 car parking spaces). 12 people attended the event.
13. A total of 32 letters of notification were sent to occupiers of neighbouring properties (nos.1-11 Warner Close, nos. 94-106, 110, 118-122 [evens] & no.119 Buckingham Road, nos.1.7 [odds] Embleton Walk, nos.76 & 77 Tangley Park Road and School Caretakers House, Buckingham Road) on 23/03/2017.

14. A letter of notification was also sent to Buckingham Primary School and the Ambulance Sub-Station on Tangley Park Road on 23/07/2017.
15. A site notice was displayed in the local area between 21/03/017 and 31/01/2017.
16. In response to the public consultation, LBRuT received 4 letters of objection, and 1 letter of general observation. The comments are summarised below.
17. Letter of **general observation** from occupier of 162 Buckingham Road requesting update on status of planning application.
18. Four letters of **objection** from occupiers of 77 Tangley Park Road, 162 Buckingham Road and 5A Haslemere Close/Richmond & Twickenham Friends of the Earth. The comments are summarised below, with an officer's response.

Issue	Comment	Officer response
Loss of green space	<ul style="list-style-type: none"> • Car-park layout ought to be redesigned in order to remove need to incorporate green verge into the applicant site • Better to have fewer car parking spaces to preserve the green verge for future generations to enjoy whilst walking down Tangley Park Road • Urban green spaces play a valuable role in mental well-being and supports wildlife • There is plenty of unrestricted parking in the area for those staff members who must travel to school by car • It is better to have 3-4 additional cars parked on nearby roads during working hours than to lose public green space permanently (24/7) 	<ul style="list-style-type: none"> • Revised scheme retains grass verge, apart from crossover. • Revised scheme reduces car parking spaces from 11 to 2 • As above • As above • As above.
Refuse / recycling	<ul style="list-style-type: none"> • The plans do not show where the bin stores will be moved to. Hopefully they will not be near residents' homes? 	<ul style="list-style-type: none"> • The revised scheme shows that the bins will be stored on the northern boundary of the school site, near the exit onto Buckingham Road, similar to existing.
Transport	<ul style="list-style-type: none"> • Will increase congestion and add to parking stress • Access into/from Tangley Park 	<ul style="list-style-type: none"> • A parking survey undertaken by the applicant indicates between 30 and 50 vacant street parking spaces in the area, depending on

	Road from Buckingham Road already an issue owing to inconsiderate parking on both sides of the road and delivery lorries	the time of day. There is very limited site parking and the applicant's transport statement estimates a worse-case scenario of 22 additional cars associated with parents and teachers being parked on the street. For a relatively small part of the day at around 9am, this would result in a greater degree of local parking occupancy than normally considered appropriate. However, it is considered that fewer parents will drive their children to school because greater use of minibuses would be encouraged. The parking survey was drawn relatively close to the site and omits consideration of any vacant spaces outside this area.
Supportive comments	<ul style="list-style-type: none"> As a general principle, welcome good provision for SEN children and upgrade of The Newhouse Centre for this purpose, albeit concerns about the removal of the green verge must be addressed 	<ul style="list-style-type: none"> The revised scheme represents a balance between good provision of car-park space for minibuses to ensure the needs of SEN children are met, and wider concerns about ecology and green space. The majority of the grass verge is being retained, and officers are of the opinion that overall the scheme is acceptable.

19. The amended scheme was re-consulted on between 07/09/2017 and 21/09/2017. Letters of notification were sent to all residents previously consulted, all residents who had previously commented on the application and residents who had attended the public consultation event.

20. One letter of **general observation** was received from the occupier of 5A Haslemere Close/Richmond & Twickenham Friends of the Earth, who also confirmed that he wished to withdraw his previous **objection**. Comments are summarised below, with an officer's response.

Issue	Comment	Officer response
Green space	<ul style="list-style-type: none"> Amended scheme is a significant improvement Pleased to see updated proposals retain the existing boundary line along Langley Park Road and preserve the grass verge, rather than 	<ul style="list-style-type: none"> Noted. Noted.

	<p>converting much of this valuable public green space into an enlarged private car park (original scheme).</p> <ul style="list-style-type: none"> • No objection to partial loss of grass verge in order to facilitate proposed cross-over for minibus access 	<ul style="list-style-type: none"> • Noted.
Trees	<ul style="list-style-type: none"> • Retention of trees T13 and T14 is welcome • T19 showing on drawings as 'new' when this is an existing tree • Please consider additional tree planting or bushes either on site itself or nearby, in order to compensate loss of trees • Would welcome retention of shrubbery along north western boundary 	<ul style="list-style-type: none"> • Noted. • LBRuT's Trees Officer has advised that the quality of T19 is poor. It will be felled and replaced as part of the proposal, secured by condition. • Landscaping secured via condition • As above

Professional comments:

Land use matters and the principle of the development

21. At the national level, planning policy and guidance is firmly in favour of educational provision. In 2011, the Department for Communities and Local Government (DCLG) published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools.
22. Paragraph 72 of the NPPF (2012) reiterates the objectives set out in the DCLG Policy Statement on 'Planning for Schools Development'. It clearly confirms that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet existing and future demand.
23. The above is endorsed in Policy 3.18 of the London Plan (2016), which relates to educational facilities and states that development proposals that enhance education provision will be supported, particularly those which address the projected shortage of secondary school places. It encourages the co-location of services between schools and colleges to maximise land use, reduce cost, and develop the offer which the school or college are able to provide.
24. Locally, Policy CP18 of the Core Strategy (2009) states that the Council gives priority to providing a high standard of education for all people in the Borough, through schools, and will ensure that the provision of schools, pre-schools and other education facilities are sufficient in quality and quantity to meet the needs of residents. Furthermore, the

potential of existing educational sites will be maximised through redevelopment, refurbishment or re-use to meet educational needs. This is reflected in Policy DM S11 of the Development Management Plan (2011) which states that planning permission will be granted for new social infrastructure where:

- It provides for an identified need;
- Provision is in multi-use, flexible and adaptable buildings, which encourage dual use;
- It is a location that is accessible by public transport, walking and cycling;
- It is of high quality design providing inclusive access for all;
- It does not have a significant adverse impact on character and amenity;
- It has provision for car parking and effect on traffic movement and highway safety is in accordance with Policy DM TP8 'Off Street Parking – Retention and New Provision'; and
- Is in accordance with other policies.

25. The thrust of the above policy is reiterated in the emerging Local Plan (Publication Version 2017). Policy LP29 states in addition to the above that the Council will work with partners to encourage the provision of facilities and services for education and training of all age groups to help reduce inequalities and support the local economy, by encouraging the potential to maximise existing educational sites through extensions, redevelopment or refurbishment to meet identified educational needs.

26. Turning to the issue of need, the Local Authority has a statutory duty to provide sufficient school places, and is implementing a number of changes that will enable the Council to deliver its commitment to improve SEN provision in the Borough. Key objectives are to:

- Provide opportunities for children with SEN to have their needs met in mainstream schools wherever possible;
- Where provision in a special setting is required, it should be as local and inclusive as possible;
- There should be as much choice for parents as possible.

27. As part of the above commitment, the Clarendon School will become an umbrella SEN provider. It is intended that the current site on Hanworth Road will be vacated in September 2018 and extended provision delivered across three sites:

- The Gateway Centre adjacent to Twickenham Academy on Percy Road in Twickenham was completed in July 2015 and supports SEN pupils aged 11-19 years;
- The Richmond College campus will accommodate KS3-4 pupils currently based at Clarendon School site, from September 2018;
- The Newhouse Centre – LBRuT propose to modify this centre to accommodate KS1 and KS2 pupils.

28. This project forms the last part of the strategic plan to increase the capacity of Clarendon School, having already provided upgraded premises at The Gateway and with the development of KS3-4 provision at the Richmond College Campus planned for completion by September 2018. The Newhouse Centre (now vacated) is part of Clarendon School but was used as a specialist KS3-4 provision for 25 pupils with BESD needs.

29. The proposed development would allow the school to accommodate its requirement of 50 SEN pupils, 25 of whom would be transferred from Clarendon School.

30. The above demonstrates the need for the increase in school pupil numbers. The school in the current form is unable to accommodate the additional 25 pupil numbers who will transfer from Clarendon School without a built expansion. The school in its current condition and size is insufficient against the Education Funding Agency policy guidelines

- Building Bulletin BB103, which provides an estimate the area needed for new schools, as well as the extra building area that may be needed for schools increasing in size. The proposed extensions have been designed in accordance with the above guidelines.

31. In summary, the expansion of the school will assist in meeting demand for specialist school places for SEN children from the Borough, in accordance with policy, and continue (and potentially enhance) their existing community use programme. The scheme is therefore in line with the aforementioned policies.
32. Whilst the scheme provides a new high quality facility, these educational benefits need to be balanced against its impacts in terms of other material planning considerations, such as impacts on traffic, parking, residential amenity, design, landscape, flood risk, sustainability and ecology.

Siting and design

33. Strategically, Policy CP7 states that opportunities should be taken to improve areas of poor environmental quality, and that all new development should recognise distinctive local character and contribute to creating places of a high architectural and urban design quality that are well used and valued. Policy DM DC1 states that new development must be of a high architectural and urban design quality that is inclusive, respect local character, and connect with and contribute positively to its surroundings based on a thorough understanding for the site and its context. In assessing such, the Council has regard to scale, height, massing, proportions, form, layout, access, space between buildings, detailing and materials. This is reflected in the London Plan. The thrust of the above policy is reiterated in Policy LP1 of the emerging Local Plan, which states that high architectural and urban design quality will be considered when assessing proposals, in order to ensure that development respects, contributes to and enhances the local environment and character.
34. The existing original school building was constructed circa 1977, and there are a number of small extensions constructed since that time. The existing building is predominantly a single-storey structure with a pyramid-style roof and an Assembly Hall. From a design point of view, existing elevations are uninspiring and of little design merit. The buildings are constructed mainly of blockwork construction with areas of blue panels above window sill height. Roofs are predominantly flat roofs, whilst the central pyramid-style roof is covered with grey-coloured cement slates. The exterior windows are generally white-coloured double-glazed aluminium units. There is a temporary modular building located on the western boundary of the site, which will be removed as part of the development.
35. The Design and Access Statement submitted as part of the application estates that the design objectives of the development are to provide:
 - New permanent extensions that complement the existing building and are efficient and sustainable in alternative locations to the existing temporary classroom accommodation;
 - Stimulating and attractive places;
 - A building that respects and enhances the site and respects the characteristics of the surrounding areas;
 - A building that enhances the general aesthetics of the site.
36. Both extensions would be single-storey and of a scale that has been developed in line with the existing building. The appearance of the proposal reflects the existing architecture. External walls would be light-coloured buff and coloured render, which would provide additional relief to the current design and would enhance the aesthetics of

the building overall. Similar coloured blockwork in light grey will be used at sill and low level to match the existing building details. It is proposed that the roofs would be of high-performance bitumen felt membrane to match existing. Windows and doors would be white-coloured powder-coated aluminium. Gutters and downpipes would be black and white aluminium to match existing, with half round flush-fitting sections to minimise risk of climbing. Tarmac would be used at the at new vehicle access to match existing. The proposed material palette is considered to be appropriate and responsive to the area; however, to ensure a suitable standard a condition is recommended for samples.

Other external alterations/concept are deemed acceptable

37. The external areas affected by the proposal during reconstruction will be reinstated to their original use with a play area for the Reception Class and the removal of the Temporary Classroom and corresponding area to revert to pupil play area and vehicle circulation.
38. Overall it is considered that the design and siting proposed extensions will appear modest and respectful of the current form, will visually integrate with the existing school, and will not appear unduly prominent or incongruous with the surrounding streetscape.
39. In terms of boundary treatment, all existing walls and fences are proposed to remain as existing with the exception of the western boundary where part of the existing boundary will be removed and replaced with an automated sliding gate in order to facilitate the new dropped kerb and vehicular entrance. Within the site, the removal of existing bushes is proposed along the north western boundary in order to provide adequate space for the car-park where up to five minibuses will be manoeuvring. It is recommended that boundary treatment is secured via condition to ensure that proposals are visually acceptable, and an informative to encourage the applicant to retain as much of the green boundary treatment as is practically possible.

see end

Highways and parking

40. It is necessary to consider the impact of any new development on the existing wider and local transport network for all modes, how it links with the network, impacts on highway safety, and parking. Policy DM TP2 advises that the impact of new development on the transport network will be assessed against policy and transport standards. With respect to the latter, policy DM TP8 states that developments will have to demonstrate that the new scheme provides an appropriate level of off-street parking to avoid an unacceptable impact on on-street parking conditions and local traffic conditions. Maximum parking standards are set for all types of developments, and these standards are expected to be met, unless it can be shown that in proposing levels of parking there would be no adverse impact on the area in terms of streetscene or on-street parking. The parking standard for education uses is 1 space per 2 staff. For cycle parking, the requirement is 5 spaces per classroom, depending on the nature of the school.
41. Policy LP44 of the emerging Local Plan reiterates the policy objectives of above, though more emphasis is placed on the encouragement of sustainable travel choices and consideration of air quality. Developments should encourage the use of modes other than by car. Cycling and walk contributes significantly towards creating an attractive and pleasant environment. New development should include all the facilities needed to encourage a safe walking and cycling environment from first occupation. The minimum cycling standards are set out in policy LP45. Developments should be integrated into the surrounding community and provide improvements to accessibility for all. A Transport Statement must be provided with the development. Developments will be expected to continue travel planning after occupation to maximise travel by sustainable transport, including personalised travel planning. Existing schools will also be encouraged to produce travel plans for their sites to help encourage sustainable travel.

42. The school has a PTAL rating of 1b, which indicates poor accessibility to public transport. There are currently no buses that stop directly outside the entrance to the school. The nearest bus stops are located along Hanworth Road and The Avenue, approximately 350m to the north and east of the site.
43. There are two letters of objection based on concerns about impact on the traffic and parking in the surrounding area. The scheme proposes 25 additional pupils (total of 50) and 2 additional staff (total of 20).

	Existing	Proposed	Difference
Pupils	26	50	+24
Staff	20	22	+2

44. The site is located just south of the junction of Buckingham Road and Tangley Park Road. Buckingham Road is a well-lit, residential road, with footways on both sides and traffic-calming measures implemented. Most properties have off-street parking, though on-street parking does occur along the north eastern side of the road. Buckingham Primary School is located on the south western side of the road, south of the application site. Tangley Park Road is a well-lit residential road with footways on both sides.
45. The proposal is to re-locate the primary school-aged pupils from Clarendon School on Hanworth Road to the Newhouse Centre site. The proposed school will have a minimum of 22 staff and 50 pupils, 26 of whom will be transferred from Clarendon School, with another 24 new pupils, which will be accommodated over a period of 2-3 years.
46. Two car-parking spaces are being proposed within the curtilage of the site (1 for the head teach and 1 disabled space). There will also be 1 permanent space for a school minibus. Pedestrian and cycle access will be from Buckingham Road only, via a separate entrance. It is estimated that up to 6 mini-buses will be required at drop-off/collection times.

Safety

47. The school has confirmed in the submitted Transport Statement that there have been 2 recorded accidents in the vicinity of the site in the 5 years between 2012 and 2016. Both accidents were recorded as 'slight'. This is a low number of accidents for a 5 year period.

Parking

48. There will be a total of 2 spaces (1 for the headteacher and 1 disabled). When comparing this to staff numbers, the scheme generates the need for 11 on-site car parking spaces.
49. The applicant originally proposed a scheme which would have provided a total of 11 car-parking spaces. Whilst this would have complied with Policy TP8, concerns were raised by the Transport Officer primarily regarding the loss of grass of verge.
50. The applicant subsequently proposed a revised scheme which reduced the number of car parking spaces from 11 to 2.

51. To ascertain the potential impact of the scheme on surrounding roads, a parking survey was undertaken to determine the parking capacity on-street and the impact. The parking survey was carried out on 14/12/2016 at 8.20am, 8.55am, 9.30am, 2.30pm, 3.15pm and 4pm along Buckingham Road, Tangle Park Road and adjoining Warner Close, Embleton Walk and Haslemere Close, encompassing 100m of the site.

52. The following table demonstrates that a total of 84 spaces were identified where vehicles could safely park.

Location	Total spaces
Buckingham Road	38
Tangle Park Road (including Warner Close & Embieton Walk	34
Haslemere Close	12
All roads	84

53. The table below summarises the total number of parked vehicles during school drop-off/pick-up times, and overall capacity of at least 30 additional cars at peak school times.

Total parking spaces

Time	Total safe spaces	Cars parked	Parking stress (%)	Spare safe spaces
8.20am	84	27	44%	47
8.55am	84	54	64%	30
9.30am	84	37	44%	47
2.30pm	84	36	43%	48
3.15pm	84	52	62%	32
4.00pm	84	24	40%	50

School travel survey

54. A School Travel Survey was undertaken of the existing primary-aged pupils and staff at Clarendon SEN School in December 2016. 18 pupils (69%) and 18 members of staff (90%) completed the questionnaire. The results are summarised in the table below:

PUPILS (out of 18)		STAFF (out of 18)	
Walk	4 (22%)	Walk	3 (17%)
Minibus	10 (56%)	Cycle	1 (6%)
Cycle	0	Bus	3 (17%)
Scooter	0	Car	11 (60%)
Car	4 (22%)	Train	0
Bus	0	Car share	0

55. From the surveys it can be seen that there is scope to reduce the number of parents and staff driving to school. The pupils were asked how they would like to travel to school. 11% said they would like to walk, 83% said they would like to come by minibus and 6% said they would like to come by car. Pupils indicated a clear willingness to travel to school by bus. 50% of staff members stated that they would be interested in car sharing.

Cycling

56. TP8 states that 5 cycle spaces should be provided per classroom, depending on the nature of the school. The scheme proposes 8 parking spaces for staff, which is considered acceptable, given the results of the survey and nature of the school.

Sustainable transport

57. The school currently has a School Travel Plan, which has been updated as part of this planning application. The school is actively looking at ways to increase sustainable travel for staff and pupils. The final content will be secured via condition. As it currently stands, however, a number of methods have been set out to encourage more sustainable travel:

- Giving advice on personalised travel planning;
- Advice to parents in newsletters about walking;
- Promoting a Road Safety Week;
- Setting up car-share schemes for staff and parents;
- Providing public transport information in key locations within the site;
- Including information on other modes of transport in welcome packs;
- Including on the school website other modes of transport available;
- Considering public transport discounts for staff;
- Setting up car-share databases for staff and considering an opt-in database for parents to allow their children to car share.

Highway impact: conclusion

58. Notwithstanding the increase in pupils and staff travelling, and on-site parking not meeting the maximum standards, it is not considered that the scheme would result in an unacceptable impact on local parking capacity and highways.

59. An increase of 25 pupils and 2 staff members is not considered a hugely significant increase in school-users, and coupled with the results of the transport survey, which demonstrate a clear capacity on local roads to accommodate additional parking, it is not considered that this increase would adversely impact on-street parking to an unacceptable level.

60. The parking survey indicates that any additional parking demand and drop-off activity generated by an increase in pupils and staff can be satisfactorily accommodated within the surrounding streets, including on Buckingham Road and Tangle Park Road. The Transport Statement identifies 30 vacant spaces and 50 vacant street parking spaces in the vicinity of the site, depending upon the time of day. Whilst there is very limited on-site parking, the applicant's transport statement estimates a worst-case scenario of 22 additional cars associated with parents and teachers being parked on the street, and this would be for a relatively small part of the day. However, it is considered likely that fewer parents will drive their children to school because greater use of minibuses would be encouraged. Further, the parking survey area was drawn relatively close to the site and omits consideration of any vacant spaces outside this area.

61. The scheme has been reviewed by the Council's Transport Planners. The survey was undertaken within 100m of the site when 200m is the typical distance used by the Council. However, transport officers are of the opinion that a wider distance would have demonstrated greater parking capacity on surrounding streets, and not less. Overall, transport officers raise no objections to the scheme.
62. In summary, officers have considered the overall benefits of the scheme, and the provision of much-needed additional school places, and on balance do not consider the below standard parking does not warrant a refusal on such grounds.

Access and accessibility

63. At present, there is one vehicular access gate-off Buckingham Road, and one pedestrian access point. The scheme proposes the retention of the majority of the grass verge, with only a partial loss to accommodate a dropped kerb for a new vehicular entrance on Tangle Park Road for minibuses, with the existing access-exit in Buckingham Road becoming an exit only. This would enable minibuses to enter and leave the site in forward gear. Some 6 minibuses could be marshalled within the site at any one time.
64. The applicant also explored retaining a single exit-entrance in order to retain the full grass verge. However, this was considered by Transport Officers to be less suitable to support an intensification in use of the site, as there would be a risk of multiple numbers of minibuses making reverse movements.
65. The main access into the building will be from the northern end via a lobby adjacent to the reception office. There will be entrances from the playground directly to the dining hall and all classrooms. All approaches into the new extensions will have a level access. The ground level around the existing building will be graded to permit level access.
66. The application would be fully compliant with the requirements and recommendations of Part M of Building Regulations and British Standard 8300, the code of practice that helps disabled people make the most of their surroundings through architectural design in the built environment.

Whilst it is regrettable for partial loss of grass verge, given the reasons why, on balance acceptable, and benefits outweigh harm. Also mitigation envisaged.

Servicing

67. There is no change proposed to refuse and recycling arrangements, which will remain as existing. Bins will be located on the northern boundary, next to the entrance from Buckingham Road.

Residential amenity

68. Policy DM DC 5 and LP3 state that the Council seeks to protect adjoining properties from unreasonable loss of privacy, pollution, visual intrusion, noise and disturbance. To protect privacy, there should normally be a minimum distance of 20m between main facing windows of habitable rooms. In addition the Council will generally seek to ensure that the design and layout of buildings enables sufficient sunlight and daylight to penetrate into and between buildings, and that adjoining properties or land are protected from overshadowing in accordance with established standards.
69. The scheme results in an increase in the existing number of school places by 25. This will no doubt have an impact on the level of activity and associated noise, from coming and goings and use of the play facilities. However, given the existing relationship of the school with surrounding residential properties, the modest total number of pupils, this is not deemed to cause an unreasonable level of noise and disturbance.

However, recommend careful
on mechanical plant &
paytime management plan

70. Proposals do not include any additional plant or extract equipment.

Warner Close

71. No.77 Warner Close is in closest proximity to the single-storey extension to the south of the site. The proposal is very modest in scale and given the separation distance of approx. 9m between the buildings, the proposal is not deemed to cause an unreasonable sense of enclosure, overbearing impact or loss of light.

Buckingham Road

72. The nearest residential properties to the proposed single-storey extension at the north of the site are nos. 92-102 (evens) Buckingham Road. By reason of the single-storey nature of the extension and its approx. 14m distance from the properties, the scheme will maintain an acceptable relationship that does not unduly compromise their existing level of amenities.

73. By reason of the existing relationship between the school and neighbouring houses and the modest nature of the scheme, the proposal is not deemed to have an unacceptable impact on other nearby residential properties.

Trees and landscaping

The scheme is deemed to maintain
an acceptable relationship with nearby
residential properties

74. Policy DM DC4 thereby seeks to protect the boroughs trees and landscape, and informs there will be a presumption against schemes that result in a significant loss of trees, unless replacements are proposed. This is reiterated in LP16.

75. The applicants have sought the retention of existing mature trees across the site wherever possible; however, the scheme does result in the loss of the following trees: T1, T2, T6, T9, T10, T11 and G1. The majority of the trees are located around the perimeter of the site and in the front garden area fronting Buckingham Road.

76. Of the trees within the grounds of the school itself, these are in a satisfactory condition. There are several self-set Ash trees between the games area and rear boundary. These are all growing through the chain link fence and will quickly outgrow their situation. Their removal is recommended to prevent their causing structural damage.

77. Outside the perimeter fence is a group of Cypress trees. The applicant's Arboriculturalist has proposed their removal as an entire group, however, given these fall outside the application site, this will not be part of the application.

78. The three trees on the grass verge outside the site along Tangley Park Road are of differing quality. Only one of these are proposed to be felled - The Thorn, to allow for the new access. This also have extensive Pellinus (wood decay fungi) and its removal is recommended. The scheme retains T14 (Apple) and the Silver Birch (T15).

79. It is clearly regrettable that the scheme will require the removal of trees that are of reasonable form and condition. However, given that the site is not in a Conservation Area and none of the trees are deemed to be worthy of Tree Preservation Orders (TPOs), with suitable mitigation planting, secured via condition, there is no in-principle objection.

Flooding

80. The site does not sit within a Flood zone 1 or 2 and therefore there are no flooding concerns. *include*

Ecology

81. Policies CP4 and DM OS5 advise that the Borough's biodiversity will be safeguarded and enhanced, and therefore all new development will be expected to preserve and where possible enhance existing habitats. Furthermore, all development will be required to incorporate new biodiversity features and habitats into the design of buildings themselves as well as via appropriate design and landscaping schemes of new developments with the aim of attracting wildlife and promoting biodiversity where possible. The above is reflected in LP15.

82. The applicant has submitted an ecology report which has been reviewed by the Council's ecologist, who confirms no objection subject to the following conditions:

- Details of external lighting:
 - No upward directed lighting
 - Soft landscaping details.

Sustainability

83. Policy CP1 states that the Council will seek to maximise the effective use of resources including water and energy and will assist in reducing any long term adverse environmental impacts of development. Development will be required to conform to the Sustainable Construction Checklist SPG. Furthermore, Policy CP2 states that the Borough will reduce its carbon dioxide emissions by requiring measures that minimise energy consumption in new development and that it will increase the use of renewable energy by requiring all new development to achieve a reduction in carbon dioxide emissions of 20% from onsite renewable energy generation unless it can be demonstrated that such provision is not feasible.

84. Policy DM SD2 sets out a hierarchy that first requires an efficient design to minimise the amount of energy uses, secondly by using low carbon technologies and finally, where feasible and viable, including a contribution from renewable sources. Notwithstanding this, developers are encouraged to achieve a 35% reduction below Part L 2013, including 20% provided via renewable energies, to improve savings beyond those generated by energy efficiency measures, as set out in Core Strategy Policy CP2. This aim is also expressed in DM SD2 in which it is a requirement to 'maximize' opportunities for the micro-generation of renewable energy. Policy DM SD1 notes that the aesthetic considerations of the renewable energy technologies must also be considered in any submission. The policy requirement is to meet BREEAM 'Excellent'.

85. Policy LP22 states that developments will be required to achieve the highest standards of sustainable design and construction in order to mitigate against climate change.

86. A Sustainable Construction Checklist and Sustainable Design Statement have been submitted. This confirms that a BREEAM rating of 'Good' will be achieved. It is unfortunate that excellent has not been reached; however, given the scheme proposes extensions to an existing building, which will impose limitations on the number of credits that are available, this is deemed reasonable. With respect to renewables and reducing CO2 emissions, the reports also confirm that the scheme will achieve a 23% reduction in carbon dioxide emission beyond Building Regulation Part L (2013) baseline. Given the above limitations, the scheme is not deemed to unduly compromise the aims of the aforementioned policies. Further the educational benefits outweigh the shortcomings in the sustainability credentials.

Conclusion:

87. The scheme is for 2x single-storey extensions to the existing school to allow for an increase in pupil numbers from 25 to 50, assisting to meet much-required school places.
88. The existing school is not of great architectural merit. The single-storey elements of the scheme integrate discreetly into the school complex and are not considered to represent a significantly greater visual presence, unduly compromise the character and appearance of the site, street scene, or impact unacceptably amenities of adjoining residents.
89. A parking survey has been undertaken and an assessment carried out on the travel modes of existing pupils and staff who will transfer from nearby Clarendon School. Whilst it is acknowledged that the expected levels of parking spaces are not being provided, given the adequate space being given to allow manoeuvrability of 6 minibuses, the school's commitment to encouraging sustainable travel, the securing of a robust travel plan condition, and when taking into account the overall benefits of the additional school places this school allows for, on balance, a refusal on parking and traffic grounds is not deemed warranted.

Not is the creation of the cross-over deemed to unacceptably compromise the overall parking especially given the layout

RECOMMENDATION: APPROVE, subject to the conditions and informatives outlined in the report.

Standard conditions:

- AT01 - Development begun within 3 years
- BD14 - Materials to match existing
- DV46A - BREEAM for Non-Housing (Good)
- DV18 - Refuse / recycling arrangements
- DV40B - Travel Plan
- DV48 - Decision Drawings:

- Arboricultural Impact Statement – dated December 2016
- BREEAM New Construction Report – received 01/03/2017
- Clarendon School STARS Travel Plan – received 01/03/2017
- Construction Traffic Management Plan and Statement – dated January 2017
- Phase II Ground Investigation Report – dated January 2017
- Planning Compliance Report – dated 31.01.2017
- Sustainability Construction Checklist – Dated January 2017
- Waste Classification Report – Dated 1/23/2017
- (Revised) Design & Access Statement – dated July 2017
- Revised Transport Statement – dated July 2017
- Existing Boundary Location Plan 5455-1001 P0 - received 01/03/2017
- Existing Elevations 5455-1100 P0 - received 01/03/2017
- Existing Ground Floor Plan 5455-1010 P0 - received 01/03/2017
- Existing Landscaping Plan 5455-1050 P0 - received 01/03/2017
- Existing Roof Plan 5455-1020 P0 - received 01/03/2017
- Proposed Elevations Sheet 1 of 2 5455-3000 T0 - received 01/03/2017
- Proposed Elevations Sheet 2 of 2 5455-3001 T0 - received 01/03/2017
- Proposed Sections 5455-4000 T0 - received 01/03/2017
- Mini-Bus Swept Paths Option 2 TSP/DHP/P3178/11 A - received 31/08/2017
- Proposed Block Plan 2001 P3 – received 31/08/2017
- Proposed Ground Floor Plan 2100 P1 - received 31/08/2017
- Proposed Landscaping Plan 2202 F2 - received 31/08/2017

- Proposed Roof Plan 2110 P1 - received 31/08/2017
- Site Location Plan 1000 P1 - received 31/08/2017
- Email from Shirley Clifford dated 18 October 2017

PK06 - Cycle parking

Non-standard conditions:

NS01 - Car Parking Provision:

The development hereby approved shall not be occupied until the approved car-parking provision and its associated demarcation has been provided on site, and is thereafter retained. The parking spaces shall not be occupied other than by staff and visitors of the school.

REASON: To ensure the development does not result in unacceptable parking congestion or highway safety concerns.

NS02 - Pupil numbers:

The total number of pupils on the school roll shall not exceed 50 pupils.

REASON: To safeguard highway and pedestrian safety and protect the amenities of neighbouring residential occupiers.

NS03 - Service and Waste Management Plan:

No servicing or deliveries shall take place other than in accordance with a Servicing Management Plan (to include a plan depicting manoeuvring layouts and tracking for the service vehicles and proposed hours) which shall have been submitted to and approved in writing by the Local Planning Authority prior to first occupation of any part of the building. The use of the site shall only operate in accordance with the agreed service management plan, unless otherwise agreed in writing by the Local Planning Authority.

REASON: To ensure that the development is not detrimental to the free flow of traffic, and the conditions of general safety.

NS04 Soft and hard landscaping

1. Soft landscaping: Prior to scheme's occupation, all soft landscaping details must be submitted to and approved in writing by the Local Planning Authority, including:

- a. Planting plans, written specifications (including cultivation and other operations associated with plant and grass establishment); the specification is to include details of the quantity, size, species, location, planting methodology, proposed time of planting and anticipated routine maintenance of all planting. Any proposed planting should be undertaken in accordance with appropriate British Standards.
- b. Landscaping should be of native or non-native plants of known value for wildlife.
- c. All tree planting included within the approved specification shall be carried out in accordance with that specification and in accordance with: British Standard 5837:2012 Trees in relation to design, demolition and construction - Recommendations (sections 5.6) and BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations. There will also be a requirement which must acknowledge and accept the party responsible for the maintenance and replacement of any tree planted under the scheme that is removed, uprooted, destroyed or dies (or becomes in the opinion of the local planning authority seriously damaged or defective) within the period of 5 years from the date planting completed.

2. **Hard landscaping:** Prior to scheme's completion and any occupation, all hard landscaping details must be submitted to and approved in writing by the Local Planning Authority, including These details shall include:
 - a. proposed any means of enclosure around and within the site;
 - b. new vehicular gate on Tangle Park Road – demonstrating sightlines
 - c. car parking layouts; other vehicle and pedestrian access and circulation areas; hard surfacing materials;
 - d. structures (e.g. furniture, play equipment, signs, external lighting etc.);
3. All hard and soft landscape works shall be carried out in accordance with the approved details and in any event prior to the occupation of any part of the development, unless otherwise agreed in writing by the Local Planning Authority.
REASON: To ensure that the proposed development does not prejudice the appearance of the locality and to preserve and enhance nature conservation interests

NS05 - Submitted Arboricultural Details

The development hereby approved shall not be implemented other than in accordance with the principles and methodology as described within the approved Arboricultural details (Partially superseded BS 5837:2012 Tree Survey, Arboricultural Impact Assessment, Arboricultural Method Statement and Tree Protection Plan – dated December 2016 and email from Shirley Clifford dated 18 October 2017), unless otherwise previously agreed in writing with the local planning authority.
REASON: To ensure that the tree (s) are not damaged or otherwise adversely affected by demolition, building operations, excavations and soil compaction.

NS06 - Ecology:

Prior to the occupation, an ecological enhancement scheme shall be submitted to and approved in writing by the Local Planning Authority. This shall detail the proposed enhancements, location, specifications, and maintenance plan for 5 years. The enhancement scheme should include:

1. swift nesting boxes at highest point of any wall except those facing directly south (preferably somewhere between north and east to avoid direct sunlight and prevailing winds and rain).
2. A selection of other nesting boxes to suit a variety of species should also be provided.

The development shall not be implemented other than in accordance with the approved scheme.

REASON: To preserve the ecological value of the site and for mitigation to the loss of green verge.

NS07 - Mechanical services

No mechanical services plant including heating, ventilation and air conditioning (HVAC) and kitchen extraction plant shall be installed, other than in accordance with a scheme that has previously been submitted to and approved in writing by the Local Planning Authority. This shall including location, design, noise output and odour control.

REASON: To protect the amenities of nearby occupants.

NS08 - Bird nesting:

No trees or vegetation shall be removed other than outside of the bird nesting season (mid-February-August inclusive), unless previously approved in writing with the local planning authority and an inspection by an experienced ecologist must be undertaken up to five days before the work being completed.

REASON: To ensure the development does not compromise the habitat value of the site.

NS09 - Construction Management:

No development shall take place, until a Construction Management Statement has been submitted to and approved in writing by the Local Planning Authority. The development shall not be implemented other than in accordance with the approved plan. The plan include:

1. The size, number, routing and manoeuvring tracking of construction vehicles to and from the site, and holding areas for these on/off site;
2. Site layout plan showing manoeuvring tracks for vehicles accessing the site to allow these to turn and exit in forward gear;
3. Details (including numbers) and location of parking for site operatives and visitor vehicles and proposed means of travel for site operatives
4. Details and location where plant and materials will be loaded and unloaded;
5. Details and location where plant and materials used in constructing the development will be stored, and the location of skips on the highway if required;
6. Details of any necessary suspension of pavement, roadspace, bus stops and/or parking bays;
7. Details where security hoardings (including decorative displays and facilities for public viewing) will be installed, and the maintenance of such;
8. Details of any wheel washing facilities;
9. Details of a scheme for recycling/disposing of waste resulting from demolition and construction works (including excavation, location and emptying of skips);
10. Details of measures that will be applied to control the emission of noise, vibration and dust including working hours. This should follow Best Practice detailed within BS5288:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites;
11. Details of any highway licenses and traffic orders that may be required (such as for licences for any structures / materials on the highway or pavement; or suspensions to allow the routing of construction vehicles to the site);
12. Details of the phasing programming and timing of works;
13. Where applicable, the Construction Management Statement should be written in conjunction with the Arboricultural Method Statement, and in accordance with British Statement 5837:2012 'Trees in relation to design, demolition and construction - recommendations', in particular section 5.5, 6.1, 6.2, 6.3 and 7;
14. A construction programme including a 24 hour emergency contact number.

REASON: To ensure highway safety and minimise the impact of delivery and serving movements to, from and within the site.

Standard Informatives

- COM1 - Composite informative (including highway condition survey)
IL25 - NPPF APPROVAL - Para. 186 and 187

Non-standard informatives:

NI01 - Applicant's advice landscaping and ecology:

- The hard and soft landscaping condition is required to submit details of external lighting. This should include locations, specifications, lux plan (vertical and horizontal) and spectrum. The applicants are advised that there should be no upward lighting or spill. Further all lighting should be at a low

level with minimum spillage and designated using Bat Conservation Trusts guidance 'Landscape and Urban Design for Bats and Biodiversity.

- The email from Shirley Clifford dated 18 October 2017 identifies the trees to be removed.

NI02: Applicants advise regarding the Travel Plan:

School Travel Plan recommendations:

1. Suggest a park and stride target for staff (0% to 2%)
2. Car share staff target included and should read from 0 to 2%.
3. If they ever use Public Transport they can add the "public transport for school trips" activity in PUBLIC TRANSPORT tab. If you use school minibuses you can add the "private coaches used for school trips" in SMARTER DRIVING tab - or both, if applicable. I would set these dates to run with the academic year - Sept to July 2017.
4. If they have a pool bikes/scooters these can be entered too - "pool bike and scooter scheme" - CYCLING and SCOOTING tabs -
5. Promotion of adult cycle training courses - "cycle skills sessions for adults" in the CYCLING tab.
6. Holding a "Cycle to work day" alongside your bikers breakfast day - CYCLING tab
7. If they look in the diary section under ABOUT at the top right of the site, you will see all the London, National and global events that you may wish to consider as part of the curriculum and also for staff to take part in.
8. Add supporting activities - curriculum, partnership/funding and promotion options.

Background papers:

- Submitted forms and application
- Material representations
- Planning history

① This school is sited opposite open space, designated Green Belt.
Given the limited scale of the development, distance to the open space, unobstructed approach through the grass verge, the scheme is not deemed to compromise the openness or character of the Green Belt, as required by policies NPPF, CPO, LP13.