

Report of the Head of Planning & Enforcement Services

Address BOURNE PRIMARY SCHOOL CEDAR AVENUE RUISLIP

Development: Single storey extension to existing school to provide two new classrooms with ancillary facilities, landscaping and associated works.

LBH Ref Nos: 4328/APP/2012/2892

Drawing Nos: 8345/A/121
0287-D-01 Rev. E
OS 514-12.1 Sheet 1
OS 514-12.1 Sheet 2
OS 514-12.1 Sheet 3
0009-D-02 Rev. C
Transport Statement
Asset Location Search (Thames Water)
Arboricultural Implications Assessment and Method Statement
Flood Risk Assessment
External Drainage Technical Note
Bourne Primary School Travel Plan
364-12.4B
8345/A/120
8345/A/122
8345/A/126
8345/A/127
8345/A/130
8345/A/131
8345/A/132
364.12.1A
364.12.2A
Letter from Montagu Evans dated 21/11/12
Design & Access Statement Rev. A
Surface Water Drainage Calculations (proposed)
Surface Water Drainage Calculations (existing)
Tree Report

Date Plans Received: 21/11/2012

Date(s) of Amendment(s):

Date Application Valid: 27/11/2012

1. SUMMARY

This application seeks full planning permission for the erection of a single-storey extension at Bourne Primary School to create two new classrooms with ancillary facilities.

The Education Act 1996 states that Local Authorities have a duty to educate children within their administrative area. The Hillingdon Primary Capital Schools Programme is part of the Council's legal requirement to meet the educational needs of the borough. In recent years the borough has seen a rise in birth rates up to 2008 and the trend has continued through 2009 and 2010. This growth in the birth rate, combined with net in-migration and new large scale housing developments in the borough has meant that there is now a significant need for additional primary school classrooms across the

borough.

Accordingly, the Council wishes to expand Bourne Primary School to provide capacity for 30 additional pupils by September 2013.

Whilst the site is located within the Green Belt, the proposal complies with current local, regional and national planning policies, which seek to encourage new and enhanced educational facilities. Furthermore, due to its location it would have very limited impact on the openness and visual amenity of the surrounding Green Belt. The applicant has demonstrated a need for the school expansion and explored alternative sites which were all discounted for reasons set out in the supporting documents. As such, it is considered that very special circumstances exist so as to justify an exception to current Green Belt policy.

It is not considered that the proposal would have any significant detrimental impact on the visual amenities of the existing school site or the surrounding area and it would have no impact on residential amenity. The Transport Statement confirms that the extension and increase in pupil numbers will have a negligible impact on the level of traffic generated and on car parking. This is supported by the Council's Highway Engineer.

The scheme is considered to comply with relevant Local Plan and London Plan policies and accordingly, approval is recommended.

2. RECOMMENDATION

APPROVAL subject to the following:

1 SP01 Council Application Standard Paragraph

(This authority is given by the issuing of this notice under Regulation 3 of the Town and Country Planning General Regulations 1992 and shall enure only for the benefit of the land).

2 COM3 Time Limit

The development hereby permitted shall be begun before the expiration of three years from the date of this permission.

REASON

To comply with Section 91 of the Town and Country Planning Act 1990.

3 COM4 Accordance with Approved Plans

The development hereby permitted shall not be carried out except in complete accordance with the details shown on the submitted plans, numbers 8345/A/121, OS 514-12.1 Sheet 1, OS 514-12.1 Sheet 2, OS 514-12.1 Sheet 3, 0009-D-02 Rev. C, 364-12.4B, 8345/A/120, 8345/A/122, 8345/A/126, 8345/A/127, 8345/A/130, 8345/A/131, 8345/A/132, 364.12.1A, 364.12.2A & 0287-D-01, and shall thereafter be retained/maintained for as long as the development remains in existence.

REASON

To ensure the development complies with the provisions of the Hillingdon Local Plan:

Part One and Part Two (November 2012) and the London Plan (July 2011).

4 COM5 General compliance with supporting documentation

The development hereby permitted shall not be occupied until the following has been completed in accordance with the specified supporting plans and/or documents:

Surface Water Calculations (existing) prepared by WSP dated 08/11/12
Surface Water Drainage Calculations (proposed) prepared by WSP dated 01/11/12
Tree Report prepared by Open Spaces Landscape & Arboricultural Consultants Ltd dated September 2012
Transport Statement prepared by SiAS dated November 2012
Arboricultural Implications Assessment & Method Statement prepared by Elizabeth Greenwood dated November 2012 (as amended)
Flood Risk Assessment
External Drainage Technical Note prepared by WSP

Thereafter the development shall be retained/maintained in accordance with these details for as long as the development remains in existence

REASON

To ensure that the development complies with the objectives of Policies BE38, OE7 and OE8 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

5 HO4 Materials

The materials to be used in the construction of the external surfaces of the development hereby permitted shall match those used in the existing building and shall thereafter be retained as such.

REASON

To safeguard the visual amenities of the area and to ensure that the proposed development does not have an adverse effect upon the appearance of the existing building in accordance with Policy BE15 of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

6 COM8 Tree Protection

No site clearance or construction work shall take place until the fencing, to protect the entire root areas/crown spread of trees, hedges and other vegetation to be retained, has been erected in accordance with the approved plans. Thereafter, the fencing shall be retained in position until development is completed.

The area within the approved protective fencing shall remain undisturbed during the course of the works and in particular in these areas:

- a. There shall be no changes in ground levels;
- b. No materials or plant shall be stored;
- c. No buildings or temporary buildings shall be erected or stationed;
- d. No materials or waste shall be burnt; and
- e. No drain runs or other trenches shall be dug or otherwise created, without the prior written consent of the Local Planning Authority.

REASON

To ensure that trees and other vegetation can and will be retained on site and not damaged during construction work and to ensure that the development conforms with policy BE38 of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012).

7 COM9 Landscaping (including refuse/cycle storage)

No development shall take place until a landscape scheme has been submitted to and approved in writing by the Local Planning Authority. The scheme shall include: -

1. Details of Soft Landscaping
 - 1.a Planting plans (at not less than a scale of 1:100),
 - 1.b Written specification of planting and cultivation works to be undertaken,
 - 1.c Schedule of plants giving species, plant sizes, and proposed numbers/densities where appropriate

2. Details of Hard Landscaping
 - 2.a Hard Surfacing Materials
 - 2.b External Lighting
 - 2.c Other structures (such as play equipment and furniture)

3. Details of Landscape Maintenance
 - 3.a Landscape Maintenance Schedule for a minimum period of 5 years.
 - 3.b Proposals for the replacement of any tree, shrub, or area of surfacing/seeding within the landscaping scheme which dies or in the opinion of the Local Planning Authority becomes seriously damaged or diseased.

4. Schedule for Implementation

5. Other
 - 5.a Existing and proposed functional services above and below ground
 - 5.b Proposed finishing levels or contours

Thereafter the development shall be carried out and maintained in full accordance with the approved details.

REASON

To ensure that the proposed development will preserve and enhance the visual amenities of the locality and provide adequate facilities in compliance with policies BE13, BE38 and AM14 of the Hillingdon Unitary Development Plan Saved Policies.

8 COM10 Tree to be retained

Trees, hedges and shrubs shown to be retained on the approved plan shall not be damaged, uprooted, felled, lopped or topped without the prior written consent of the Local Planning Authority. If any retained tree, hedge or shrub is removed or severely damaged during construction, or is found to be seriously diseased or dying another tree, hedge or shrub shall be planted at the same place or, if planting in the same place would leave the new tree, hedge or shrub susceptible to disease, then the planting should be in a position to be first agreed in writing with the Local Planning Authority and shall be of a size and species to be agreed in writing by the Local Planning Authority and shall be planted in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier. Where damage is less severe, a schedule of remedial works necessary to ameliorate the effect of damage by tree surgery, feeding or groundwork shall be agreed in writing with the Local Planning Authority. New planting should comply with BS 3936 (1992) 'Nursery Stock, Part 1, Specification for Trees and Shrubs'

Remedial work should be carried out to BS 3998:2010 'Tree work - Recommendations' and BS 4428 (1989) 'Code of Practice for General Landscape Operations (Excluding Hard Surfaces)'. The agreed work shall be completed in the first planting season following the completion of the development or the occupation of the buildings, whichever is the earlier.

REASON

To ensure that the trees and other vegetation continue to make a valuable contribution to the amenity of the area in accordance with policy BE38 of the of the of the Hillingdon Local Plan: Part Two Saved UDP Policies (November 2012) and to comply with Section 197 of the Town and Country Planning Act 1990.

9 SUS6 Green Travel Plan

Prior to the occupation of the development hereby permitted a revised School Travel Plan shall be submitted to and approved in writing by the Local Planning Authority. The Travel Plan, as submitted, shall follow the current Travel Plan Development Control Guidance issued by Transport for London and will include:

- (1) targets for sustainable travel arrangements, including car sharing;
- (2) effective measures for the ongoing monitoring of the Travel Plan;
- (3) a commitment to delivering the Travel Plan objectives; and
- (4) effective mechanisms to achieve the objectives of the Travel Plan by both present and future occupiers of the development.

The development shall be implemented only in accordance with the approved Travel Plan.

REASON

To promote sustainable transport and reduce the impact of the development on the surrounding road network in accordance with London Plan (July 2011) Policies 6.1 and 6.3

10 NONSC Non Standard Condition

Within 1 month of the date of this consent a scheme for the provision of sustainable water management shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall clearly demonstrate that sustainable drainage systems (SUDS) have been incorporated into the designs of the development in accordance with the hierarchy set out in accordance with Policy 5.15 of the London Plan and will:

- i. provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and/or surface waters;
- ii. include a timetable for its implementation; and
- iii. provide a management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall also demonstrate the use of methods to minimise the use of potable water through water collection, reuse and recycling and will:

- iv. provide details of water collection facilities to capture excess rainwater;
- v. provide details of how rain and grey water will be recycled and reused in the development.

Thereafter the development shall be implemented and retained/maintained in accordance with these details for as long as the development remains in existence.

REASON

To ensure the development does not increase the risk of flooding in accordance with Policy EM6 Flood Risk Management in Hillingdon Local Plan: Part 1- Strategic Policies (Nov 2012) and the London Plan (July 2011).

INFORMATIVES

1 I52 **Compulsory Informative (1)**

The decision to GRANT planning permission has been taken having regard to all relevant planning legislation, regulations, guidance, circulars and Council policies, including The Human Rights Act (1998) (HRA 1998) which makes it unlawful for the Council to act incompatibly with Convention rights, specifically Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

2 I53 **Compulsory Informative (2)**

The decision to GRANT planning permission has been taken having regard to the policies and proposals in the Hillingdon Unitary Development Plan Saved Policies (September 2007) set out below, including Supplementary Planning Guidance, and to all relevant material considerations, including the London Plan (July 2011) and national guidance.

OL1	Green Belt - acceptable open land uses and restrictions on new development
OL2	Green Belt -landscaping improvements
OL4	Green Belt - replacement or extension of buildings
BE13	New development must harmonise with the existing street scene.
BE15	Alterations and extensions to existing buildings
BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
OE1	Protection of the character and amenities of surrounding properties and the local area
OE7	Development in areas likely to flooding - requirement for flood protection measures
OE8	Development likely to result in increased flood risk due to additional surface water run-off - requirement for attenuation measures
R10	Proposals for new meeting halls and buildings for education, social, community and health services
R16	Accessibility for elderly people, people with disabilities, women and children
AM2	Development proposals - assessment of traffic generation, impact on congestion and public transport availability and capacity
AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes

3 I1 **Building to Approved Drawing**

You are advised this permission is based on the dimensions provided on the approved drawings as numbered above. The development hereby approved must be constructed precisely in accordance with the approved drawings. Any deviation from these drawings requires the written consent of the Local Planning Authority.

4 13 Building Regulations - Demolition and Building Works

Your attention is drawn to the need to comply with the relevant provisions of the Building Regulations, the Building Acts and other related legislation. These cover such works as - the demolition of existing buildings, the erection of a new building or structure, the extension or alteration to a building, change of use of buildings, installation of services, underpinning works, and fire safety/means of escape works. Notice of intention to demolish existing buildings must be given to the Council's Building Control Service at least 6 weeks before work starts. A completed application form together with detailed plans must be submitted for approval before any building work is commenced. For further information and advice, contact - Planning & Community Services, Building Control, 3N/01 Civic Centre, Uxbridge (Telephone 01895 250804 / 805 / 808).

5 111 The Construction (Design and Management) Regulations 1994

The development hereby approved may be subject to the Construction (Design and Management) Regulations 1994, which govern health and safety through all stages of a construction project. The regulations require clients (ie. those, including developers, who commission construction projects) to appoint a planning supervisor and principal contractor who are competent and adequately resourced to carry out their health and safety responsibilities. Further information is available from the Health and Safety Executive, Rose Court, 2 Southwark Bridge Road, London, SE1 9HS (telephone 020 7556 2100).

6 112 Notification to Building Contractors

The applicant/developer should ensure that the site constructor receives copies of all drawings approved and conditions/informatives attached to this planning permission. During building construction the name, address and telephone number of the contractor (including an emergency telephone number) should be clearly displayed on a hoarding visible from outside the site.

7 115 Control of Environmental Nuisance from Construction Work

Nuisance from demolition and construction works is subject to control under The Control of Pollution Act 1974, the Clean Air Acts and other related legislation. In particular, you should ensure that the following are complied with:-

A. Demolition and construction works which are audible at the site boundary shall only be carried out between the hours of 08.00 and 18.00 hours Monday to Friday and between the hours of 08.00 hours and 13.00 hours on Saturday. No works shall be carried out on Sundays, Bank or Public Holidays.

B. All noise generated during such works shall be controlled in compliance with British Standard Code of Practice BS 5228:2009.

C. Dust emissions shall be controlled in compliance with the Mayor of London's Best Practice Guidance 'The Control of dust and emissions from construction and demolition.

D. No bonfires that create dark smoke or nuisance to local residents.

You are advised to consult the Council's Environmental Protection Unit (www.hillingdon.gov.uk/noise Tel. 01895 250155) or to seek prior approval under Section 61 of the Control of Pollution Act if you anticipate any difficulty in carrying out construction other than within the normal working hours set out in (A) above, and by means that would minimise disturbance to adjoining premises.

8 119 Sewerage Connections, Water Pollution etc.

You should contact Thames Water Utilities and the Council's Building Control Service regarding any proposed connection to a public sewer or any other possible impact that the development could have on local foul or surface water sewers, including building over a public sewer. Contact: - The Waste Water Business Manager, Thames Water Utilities plc, Kew Business Centre, Kew Bridge Road, Brentford, Middlesex, TW8 0EE.
Building Control Service - 3N/01, Civic Centre, High Street, Uxbridge, UB8 1UW (tel. 01895 250804 / 805 / 808).

9 134 Building Regulations 'Access to and use of buildings'

Compliance with Building Regulations 'Access to and use of buildings' and Disability Discrimination Act 1995 for commercial and residential development.

You are advised that the scheme is required to comply with either:-

- The Building Regulations 2000 Approved Document Part M 'Access to and use of buildings', or with
- BS 8300:2001 Design of buildings and their approaches to meet the needs of disabled people - Code of practice. AMD 15617 2005, AMD 15982 2005.

These documents (which are for guidance) set minimum standards to allow residents, workers and visitors, regardless of disability, age or gender, to gain access to and within buildings, and to use their facilities and sanitary conveniences.

You may also be required make provisions to comply with the Disability Discrimination Act 1995. The Act gives disabled people various rights. Under the Act it is unlawful for employers and persons who provide services to members of the public to discriminate against disabled people by treating them less favourably for any reason related to their disability, or by failing to comply with a duty to provide reasonable adjustments. This duty can require the removal or modification of physical features of buildings provided it is reasonable.

The duty to make reasonable adjustments can be effected by the Building Regulation compliance. For compliance with the DDA please refer to the following guidance: -

- The Disability Discrimination Act 1995. Available to download from www.opsi.gov.uk
- Disability Rights Commission (DRC) Access statements. Achieving an inclusive environment by ensuring continuity throughout the planning, design and management of building and spaces, 2004. Available to download from www.drc-gb.org.
- Code of practice. Rights of access. Goods, facilities, services and premises. Disability discrimination act 1995, 2002. ISBN 0 11702 860 6. Available to download from www.drc-gb.org.
- Creating an inclusive environment, 2003 & 2004 - What it means to you. A guide for

service providers, 2003. Available to download from www.drc-gb.org.

This is not a comprehensive list of Building Regulations legislation. For further information you should contact Building Control on 01895 250804/5/6.

3. CONSIDERATIONS

3.1 Site and Locality

The application site comprises an approximately 0.86 hectare irregularly shaped plot, which is located at the south west end of Cedar Avenue in South Ruislip, and currently accommodates Bourne Primary School, a two-storey building with single-storey nursery and associated playgrounds, playing fields and facilities.

It is situated on the edge of a predominantly residential area and is bounded by residential properties to the north east. It is bounded to the north west by a recreation ground; to the south east by Yeading Brook, beyond which is farmland; and to the south west by residential properties in Masson Avenue and playing fields belonging to the Gaelic Athletic Association.

Cedar Avenue provides the only vehicular access to the school. Pedestrian access can be gained either via Cedar Avenue or via a footpath from Masson Avenue to the south west. The site accommodates 15 car parking spaces, including one disability standard space, for staff and visitors.

Mature tree belts bound the school's south east, south west and part of its north east boundary. A number of trees are also located in and around the school's grounds.

The proposed new classroom block would be located on part of the existing playground and part of a grassed/landscaped strip, containing some trees, to the south of the existing school building.

The entire application site falls within the Green Belt as designated by the Hillingdon Local Plan (November 2012).

3.2 Proposed Scheme

This application seeks full planning permission for the erection of a single-storey linked classroom block at Bourne Primary School, which is currently a one form entry primary school with nursery which caters for pupils aged between 3 and 11 years. The School has a total of 232 pupils on the school roll and currently operates with 28 full time and 18 part-time staff. The proposed development would accommodate 30 additional children and increase the permanent staff members from 28 to 30. Part-time staff would remain unchanged.

The proposed new block would accommodate flexible classroom accommodation, which could be used as one large classroom or two smaller classrooms, in addition to WC provision, cloakrooms, a plant room, store room and associated facilities.

The building would measure approximately 12.2m x 17.6m x 3.6m high and would provide approximately 200m² of floor space. It would be finished in brickwork with powder coated steel framed window and door frames, handrails, balustrades and guttering, and wooden soffits to match the existing school.

The extension would be linked to the existing school building by means of a glass infill extension with access ramp. To the south west side of the building, facing the playing field, would be a 3.5m wide canopy with new ramps providing level access.

Two mature trees would be removed as a result of the proposed development. However, it is understood that taking into consideration the operational requirements of the school in addition to issues relating to services, that there is limited flexibility over the positioning of the building. It is proposed to provide seven new trees to enhance the tree corridor along the school's boundary with Yeading Brook.

3.3 Relevant Planning History

4328/A/77/0200 Bourne Primary School Cedar Avenue Ruislip
Retention of a temporary classroom.

Decision: 01-04-1977 ALT

4328/APP/2002/2782 Bourne Primary School Cedar Avenue Ruislip
ERECTION OF A 2 METRE HIGH PALISADE FENCE (INVOLVING REMOVAL OF AN EXISTING 1.5 METRE HIGH CHAIN LINK FENCE)

Decision: 13-01-2003 Approved

Comment on Relevant Planning History

None.

4. Planning Policies and Standards

UDP / LDF Designation and London Plan

The following UDP Policies are considered relevant to the application:-

Part 1 Policies:

- PT1.BE1 (2012) Built Environment
- PT1.EM1 (2012) Climate Change Adaptation and Mitigation
- PT1.EM2 (2012) Green Belt, Metropolitan Open Land and Green Chains
- PT1.EM6 (2012) Flood Risk Management
- PT1.T1 (2012) Accessible Local Destinations

Part 2 Policies:

- OL1 Green Belt - acceptable open land uses and restrictions on new development
- OL2 Green Belt -landscaping improvements
- OL4 Green Belt - replacement or extension of buildings
- BE13 New development must harmonise with the existing street scene.
- BE15 Alterations and extensions to existing buildings

BE19	New development must improve or complement the character of the area.
BE20	Daylight and sunlight considerations.
BE21	Siting, bulk and proximity of new buildings/extensions.
BE24	Requires new development to ensure adequate levels of privacy to neighbours.
BE38	Retention of topographical and landscape features and provision of new planting and landscaping in development proposals.
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R10	Proposals for new meeting halls and buildings for education, social, community and health services
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AM7	Consideration of traffic generated by proposed developments.
AM13	AM13 Increasing the ease of movement for frail and elderly people and people with disabilities in development schemes through (where appropriate): - (i) Dial-a-ride and mobility bus services (ii) Shopmobility schemes (iii) Convenient parking spaces (iv) Design of road, footway, parking and pedestrian and street furniture schemes

5. Advertisement and Site Notice

5.1 Advertisement Expiry Date:- Not applicable

5.2 Site Notice Expiry Date:- Not applicable

6. Consultations

External Consultees

Consultation letters were sent to 19 local owner/occupiers and the South Ruislip Residents Association. Site notices were also posted. One neighbour suggests that the site notice was not displayed correctly as it was wrapped around a lamp post and thus difficult to read. It should be noted that the Council sent letters to 19 local owner/occupiers and erected a site notice in excess of statutory consultation requirements. It is standard practice to attach site notices to lamp posts as the Council cannot attach them to private property. Photos which were taken at the time the site notice was posted showing that it was clearly displayed and legible. Two letters of objection have been received which raise the following concerns:

- i) There are existing problems with parents parking. The increase in traffic and the problems that are caused already when the parents are dropping their children off and picking them up will only worsen.
- ii) Each weekday morning and afternoon there is a continued problem with parents pulling up right outside the school gates. This blocks the end of the road as parents try to turn around and reverse out of what is already a small turning at the end of the road.

- iii) Parents ignore the yellow zig-zag markings on the road and the no stopping or parking signs.
- iv) On occasion parents park in resident's driveways.
- v) Sometimes a parking attendant turns up, but this only deals with the problem at the time and does not deal with the bigger picture.
- vi) There are currently, obviously, no parking spaces or provisions for parking at present and there are also no proposals within the application for a future solution to this issue which, if the expansion goes ahead, will only make the problem worse.
- vii) The yellow zig-zag lines are there to ensure the safety and protection of children and other users when entering and leaving the school. When parents continue to ignore this, they are ignoring the safety of every child and even adults who use the main school entrance.
- viii) There is already far too much traffic and inconsiderate parking across and on resident's drives.
- vix) Parking signs are completely ignored.
- x) Parking wardens are inefficient as they spend their time chatting and arrive much too early or too late to see the culprits and need to stay longer and issue tickets.
- xi) Another classroom of children will create more cars and whilst construction is taking place more vehicles will be pushed to the Cedar Avenue area from Masson Avenue.
- xii) The keep clear sign and timed restrictions needs to be changed to 'no parking at all' and speed humps should be installed to ensure the safety of every one who uses Cedar Avenue.

Internal Consultees

HIGHWAY ENGINEER

The development proposals are for the construction of two additional classrooms at the existing Bourne Primary School to provide for an increase of 30 pupils and 2 additional staff. It is proposed that one of the classrooms will be used as teaching space and the other will be used as a multi-functional area to allow for activities ancillary to the school. There are no proposals to increase the existing car or cycle parking facilities at the site.

When considering the development proposals, it is noted that the area immediately adjacent to the site is predominantly residential and as a result, the surrounding local highway network is designated as a Controlled Parking Zone (CPZ - Zone RS) except to the southwest of the site, which is uncontrolled.

From site observations, it is noted that the demand for short stay parking generated by the dropping off/picking up of pupils mainly takes place along Masson Avenue (which is not subject to parking restrictions) and to a lesser extent, along Cedar Avenue, which forms part of the CPZ. As a result, it is noted that congestion occurs along Masson Avenue due to an increase in the demand for short stay parking and by vehicles manoeuvring within the highway.

In order to assess the development a Transport Statement (TS) has been submitted in support of the planning application, which has demonstrated that there will be an increase in trips of approximately nine vehicles (including two by staff) that will be generated above that of the existing use at the site. This will increase the demand for short stay parking associated with the dropping off/picking up of pupils and the demand for staff parking.

When considering the availability of public transport facilities adjacent to the development site it is noted that the TS identifies the PTAL index to be 3 to 4, which is classified as moderate to good. However, from the Council's own records, the PTAL index is identified as 2, which is classified as poor.

An assessment of personal injury accidents for a three year period to June 2012 has been undertaken within a 500m radius of the school. This has identified that there have been a total of thirteen accidents, all of which were classified as slight. Out of thirteen accidents, one involved a

pedestrian with the remaining twelve accidents involving vehicles. There were no accidents recorded immediately adjacent to the school and from assessment of the submitted data, accidents occurred due to driver error or behaviour.

As a result, based on the frequency, nature and location of accidents within the study area, it has been demonstrated that there are no established patterns identifying specific road safety issues associated with the school or its operation.

When assessing the demand for short and long stay parking generated by the development, it is noted that this will increase above the existing operation at the school by nine vehicle spaces. As a result, it is considered that the existing school Travel Plan is required to be reviewed and updated in order to mitigate against the increased parking demand and include the promotion of a car sharing scheme for both staff and pupils.

In conclusion, it is considered that the proposals would not be contrary to the adopted Hillingdon Local Plan, 2012, Part 2, provided that a suitably worded condition is imposed on the planning consent requiring the existing school Travel Plan to be reviewed and updated to include car sharing initiatives for staff and pupils. The Travel Plan is required to be submitted and approved in writing by the LPA prior to first occupation. Furthermore, it should be noted that any additional increase in the number of pupils at the site will require further review of mitigation measures to be undertaken.

TREES/LANDSCAPING OFFICER

There are many trees on and close to this flat site, which is located in the Green Belt with open land to the North and South. These trees and other vegetation contribute to the amenity, semi-natural character and openness of the area. Many of the trees form groups and linear features/buffers, which provide some screening on the boundaries of the site. These landscape features integrate the school buildings into the flat, open landscape. Collectively, and in some cases individually, these trees are, in terms of Saved Policy BE38, landscape features of merit.

The application includes a package of tree and landscape-related information, incorporating a tree survey/report about the 38 individual trees and five groups of trees on the site, an arboricultural impact assessment, a tree protection plan (showing the construction access, working area, etc.) and a method statement (AMS) all based on the recommendations of BS 5837:2012, and tree planting and maintenance proposals. These key plans and documents address a range of tree/landscape issues.

The detailed scheme makes provision for the protection and retention of all but two of the trees of merit on the site, and for the planting of several new trees. In this context, there is no objection to the loss of a mature Cherry and a semi-mature lime (with defects) in the middle of the site to facilitate the development. In addition, some of the retained trees will be pruned to accommodate the new building and other elements, and others will benefit from remedial surgery.

Overall, the scheme, which retains the vast majority of the trees on the site and retains and reinforces the existing landscape features and natural buffers, will provide a good quality, open, landscape setting to the enlarged school.

Subject to conditions COM8 [modified to require that no demolition or development shall be commenced until the protective fencing has been erected in accordance with the approved details and that the development shall be carried out in full accordance with the approved details of tree protection and the AMS], COM9 [modified to require that the approved tree planting scheme shall be carried out and, thereafter, maintained in full accordance with the approved details], and COM10, the proposal is acceptable in terms of Saved Policy BE38 and the relevant Saved Green

Belt (landscape) Policies of the UDP.

ACCESS OFFICER

The proposal seeks to provide 2 new classrooms for 30 pupils to include a multifunctional room to cater for various activities.

The design incorporates a glazed and powder coated covered link corridor between the existing building and the new classroom block. The new link connects directly to the central corridor with easy access to the new classrooms, cloakrooms and accessible toilet. It is understood that due to the Environment Agency's recommendation for the building to be raised a further 300mm freeboard, it has been necessary to incorporate a 1 in 12 ramp and stairs to achieve the requisite accessibility.

The school car park provides 15 spaces, 2 of which are accessible. The new internal corridor adjacent to the classrooms would be a minimum of 1800 mm wide. All details in respect of accessibility are commensurate and acceptable to a development of this type and scale.

Conclusion: acceptable.

FLOOD/DRAINAGE OFFICER

The proposals and consideration of flood risk and mitigation proposed with the submission of the FRA and drainage statement are acceptable.

No objections are raised subject to a condition requiring the submission of a scheme for the provision of sustainable water management.

7. MAIN PLANNING ISSUES

7.01 The principle of the development

Policy R10 of the Council's Local Plan Part 1 (November 2012) seeks to encourage the provision of enhanced educational facilities across the borough, stating:

"The Local Planning Authority will regard proposals for new meeting halls, buildings for education, social, community and health services, including libraries, nursery, primary and secondary school buildings, as acceptable in principle subject to other policies of this plan."

This is reiterated in the London Plan Policy 3.18 which states:

"Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. Those which address the current projected shortage of primary school places will be particularly encouraged."

Furthermore, on 15/08/11 the DCLG published a policy statement on planning for schools development, which is designed to facilitate the delivery and expansion of state-funded schools. It states:

"The Government is firmly committed to ensuring there is sufficient provision to meet growing demand for state-funded school places, increasing choice and opportunity in state-funded education and raising educational standards. State-funded schools - which include Academies and free schools, as well as local authority maintained schools (community, foundation and voluntary aided and controlled schools) - educate the vast

majority of children in England. The Government wants to enable new schools to open, good schools to expand and all schools to adapt and improve their facilities. This will allow for more provision and greater diversity in the state-funded school sector to meet both demographic needs and the drive for increased choice and higher standards."

It goes on to say that:

"It is the Government's view that the creation and development of state-funded schools is strongly in the national interest and that planning decision-makers can and should support that objective, in a manner consistent with their statutory obligations. We expect all parties to work together proactively from an early stage to help plan for state-school development and to shape strong planning applications. This collaborative working would help to ensure that the answer to proposals for the development of state-funded schools should be, wherever possible, "yes."

The statement clearly emphasises that there should be a presumption in favour of the development of schools and that "Local Planning Authorities should make full use of their planning powers to support state-funded schools applications."

Paragraph 72 of the NPPF 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 are available to meet existing and future demand.

Notwithstanding the above mentioned policies, which seek to encourage new and enhanced educational development, it should be noted that the proposed development falls within the Green Belt.

Saved Policy OL4 states that the replacement or extension of buildings within the Green Belt will only be permitted if:

- i) The development would not result in any disproportionate change in the bulk and character of the original building;
- ii) The development would not significantly increase the built up appearance of the site;
- iii) Having regard to the character of the surrounding area the development would not injure the visual amenities of the Green Belt by reason of siting, materials, design, traffic or activities generated.

London Plan (2011) policy 7.16 and the NPPF (2012) confirm that the strongest protection should be given to the Green Belt and that inappropriate development should be refused, except in very special circumstances.

The proposal represents a relatively small extension (200sq.m) in what is already a built up area of the school site, characterised by a range of one to two-storey buildings and hard play space. It would be seen in context with the existing school buildings and would have very limited impact on longer distance views from outside the school site. It is not considered that the proposal would have any significant impact on the visual amenities or the openness of the Green Belt in this location and, accordingly, the proposal is considered to comply with Saved policy OL4 of the Hillingdon Local Plan Strategic Policies (November 2012).

In view of the London Plan (2011) and NPPF (2012) policies, which seek to prevent unacceptable development within the Green Belt except in 'very special circumstances' it

is necessary to demonstrate that the benefits of the development outweigh the harm to the Green Belt.

As stated above, the proposed extension is considered to have minimal visual impact on the Green Belt. Furthermore, it is acknowledged that there is a strong need for the proposed development in order to enhance the school's existing educational facilities and this is set out in more detail in the supporting documentation under the paragraph "Planning Assessment". It would not be practical to site the proposed school extension off site in a non-Green Belt location due to the operational requirements of the school and the need to locate the facility close to the existing school buildings.

The applicant's supporting information provides details of the need for school expansions as a result of a high number of applications for new pupils to the school in September 2013. The applicants have assessed 5 other nearby schools to establish whether the need can be accommodated elsewhere. For reasons set out in detail in the supporting documentation, those schools have been discounted as not being viable. There is a clear educational need that cannot be met solely on non-Green Belt school sites.

As such, the need for the proposed development in this location, the strong policy support for new and enhanced educational facilities and the limited visual impact of the proposed development on views outside the school site, are considered to amount to a case of very special circumstances sufficient to justify an exception to Green Policy in this instance. Accordingly, there is no objection to the principle of the proposed development, providing site specific issues can be satisfactorily addressed.

7.02 Density of the proposed development

Not applicable to this application.

7.03 Impact on archaeology/CAs/LBs or Areas of Special Character

Not applicable to this application as the site does not fall within an Archaeological Priority Area and there are no Conservation Areas, listed buildings or Areas of Special local Character within the vicinity.

7.04 Airport safeguarding

Not applicable to this application.

7.05 Impact on the green belt

This issue has been partly addressed in Section 7.01 of the report.

The application site currently comprises school buildings, which are significantly larger than the proposed extension and range in height from one to two-storeys, playgrounds, car parking, playing fields and ancillary development (play equipment, refuse storage, etc). The proposed extension would be located within an existing developed part of the site, located adjacent to the existing single-storey section of the school building and would be viewed in context with the wider school site. Its design would be in keeping with that of the surrounding school buildings and its size, scale and height are not considered to be obtrusive in this location.

Whilst the entire school site is located within the Green Belt, the proposed extension would be located approximately 16m from the school's nearest boundary (east) and this boundary is screened by various trees and vegetation. To the south, the building would be set back from the boundary by approximately 115m and separated from this boundary by the existing playing field. The proposal would be screened from all other boundaries by the existing school buildings, although the building would be partially visible from the western boundary. Notwithstanding this, from all viewpoints, the proposal would be seen

against the backdrop of existing larger school buildings. As such, it is not considered that it would have any significant impact on the openness or the visual amenities of the wider Green Belt sufficient to justify refusal.

7.07 Impact on the character & appearance of the area

No views of the proposed extension would be visible from Cedar Avenue. Limited views would be available across the playing fields from the end of Masson Avenue to the south west. However, given the distance and that the proposed building would be viewed in context with the existing school buildings it is not considered that this would have any detrimental impact on the street scene.

The proposal is located centrally to the school site and would be in keeping with the character and appearance of the existing school buildings. Given the location of the building and screening which would be provided by the existing school buildings and tree planting around the site boundaries, it is not considered that the proposal would have any detrimental impact on the visual amenities of the school site or surrounding area.

7.08 Impact on neighbours

The nearest residential properties are located to the north-east in South Park Way and Cedar Avenue. However, the development would be screened from these residential properties by the existing two-storey school building. The development would therefore have no impact on these neighbouring properties.

The nearest residential properties to the south west are located in Masson Avenue, approximately 135m away. Given this distance it is not considered that the proposal would have any detrimental impact on the amenity of the nearest residential occupants.

7.09 Living conditions for future occupiers

Not applicable to this application.

7.10 Traffic impact, car/cycle parking, pedestrian safety

The existing school has parking provision for staff and visitors only. No parking is provided for parents during pick-up/drop-off and, as is typical of most school sites, parents use surrounding roads for this.

No alterations are proposed to the existing car parking layout or arrangements, which provide parking for up to 15 vehicles.

The applicant has submitted a Transport Assessment in support of the application. This confirms that, based on current trip generation data and an increase of 30 pupils and two staff, approximately nine additional car trips will be generated, including two by staff.

It concludes that whilst this will result in a small increase in short term parking demand in the surrounding roads, it would not result in any significant impact on nearby junction capacity and that the impact of the expansion on the local highway network could be mitigated against through the implementation of a revised school Travel Plan.

Congestion associated with schools only typically occurs for relatively short periods of time during peak drop-off and pick-up times for the school and traffic disperses relatively quickly. Accordingly, it is not considered that the scheme would result in such a significant impact on the surrounding highway network that refusal could be justified.

In terms of staff travel this is unlikely to occur during peak times as the majority of staff arrive before and depart after peak pupil start/finish times. Accordingly, it is not considered that the additional trips generated by staff would lead to a significant demand

for additional parking or have any significant impact on the highway network.

Whilst it is not considered that the proposed development would have such a detrimental impact on the local highway network sufficient to justify refusal, given that this is a permanent expansion, it is recommended that a condition be attached to require the submission of a revised school Travel Plan, which includes measures to encourage car sharing. Notably the Council's Highway Engineer has raised no objections subject to this condition.

7.11 Urban design, access and security

Urban design

The size, scale, height and design of the proposed building is considered to be acceptable in this location and would be keeping with the character and appearance of the existing school buildings. Notably, the proposed extension would be single-storey with a flat roof and would be finished in brickwork and fenestration to match the existing buildings. It is not considered that the proposal would have any significant detrimental impact on the visual amenities of the school site or the surrounding area.

Security

Given the location of the proposed extension, relatively centrally within the school site, and the fact that the existing premises will already be operating its own security measures a secure by design condition is not considered to be necessary in this case.

7.12 Disabled access

Access to the building would be via ramps, due to the need to raise the building slightly from the ground as a mitigation measure against flood risk. Level thresholds would be provided within the building and a disability standard WC would be provided. The applicant's Design and Access Statement confirms that the development would be fully DDA compliant. Notably, the Council's Access Officer has raised no objections.

7.13 Provision of affordable & special needs housing

Not applicable to this application.

7.14 Trees, Landscaping and Ecology

The proposal makes provision for the protection and retention of all but two of the trees of merit on the site, and for the planting of several new trees. In addition, some of the retained trees will be pruned to accommodate the new building and other elements, and others will benefit from remedial surgery.

No objections are raised to the loss of two trees (a mature cherry and a semi-mature lime) given their location within the middle of the site and their limited visual impact outside the school site. It is proposed to reinforce the south west boundary with additional tree planting, which will enhance the landscape setting to the enlarged school.

Notably, the Council's Trees/Landscape Officer has raised no objections subject to appropriate conditions.

7.15 Sustainable waste management

As this is a relatively small extension to an existing school, the school's existing waste management facilities will be used. Notably, the school ultimately has discretion over which waste management methods are used on site.

7.16 Renewable energy / Sustainability

Given the minor nature of the scheme there is no planning requirement for the development to incorporate the use of renewable energy. Nevertheless, the application has advised that 11.5m² of photovoltaic panels are required to meet Part L of the Building

Regulations. These are shown on the roof plans.

7.17 Flooding or Drainage Issues

The application site falls within Flood Zone 2. Accordingly, a Flood Risk Assessment and drainage strategy has been submitted. Given the minor nature of the development and relatively low flood risk, there is no requirement to consult the Environment Agency in this instance. Accordingly, the applicant has liaised with the Council's Flood/Drainage Officer prior to submission. As a mitigation measure against flood risk the finished floor levels of the classroom will be 300mm above the 1:100 year flood event. This is considered to be acceptable in this instance.

An attenuation tank would be provided to slow the rate of run off from the site and a water butt would also be provided for the storage and later reuse of rain water.

Notably, the Council's Flood/Drainage officer has raised no objections subject to a condition requiring submission of a scheme for the provision of sustainable water management.

7.18 Noise or Air Quality Issues

Given the small scale and nature of the scheme it is not considered it will have any material impact on noise or air quality issues to the site or locality.

7.19 Comments on Public Consultations

The majority of concerns raised relate to highway issues. These have been addressed in the report. It is not considered that the proposal would lead to such an increase in traffic or parking demand such that refusal could be justified.

7.20 Planning Obligations

Not applicable to this development. As the development is for educational use it would not necessitate a contribution towards the Mayoral Community Infrastructure Levy.

7.21 Expediency of enforcement action

Not applicable to this application.

7.22 Other Issues

None.

8. Observations of the Borough Solicitor

When making their decision, Members must have regard to all relevant planning legislation, regulations, guidance, circulars and Council policies. This will enable them to make an informed decision in respect of an application.

In addition Members should note that the Human Rights Act 1998 (HRA 1998) makes it unlawful for the Council to act incompatibly with Convention rights. Decisions by the Committee must take account of the HRA 1998. Therefore, Members need to be aware of the fact that the HRA 1998 makes the European Convention on Human Rights (the Convention) directly applicable to the actions of public bodies in England and Wales. The specific parts of the Convention relevant to planning matters are Article 6 (right to a fair hearing); Article 8 (right to respect for private and family life); Article 1 of the First Protocol (protection of property) and Article 14 (prohibition of discrimination).

Article 6 deals with procedural fairness. If normal committee procedures are followed, it is unlikely that this article will be breached.

Article 1 of the First Protocol and Article 8 are not absolute rights and infringements of these rights protected under these are allowed in certain defined circumstances, for

example where required by law. However any infringement must be proportionate, which means it must achieve a fair balance between the public interest and the private interest infringed and must not go beyond what is needed to achieve its objective.

Article 14 states that the rights under the Convention shall be secured without discrimination on grounds of 'sex, race, colour, language, religion, political or other opinion, national or social origin, association with a national minority, property, birth or other status'.

9. Observations of the Director of Finance

Not applicable to this application.

10. CONCLUSION

No objections are raised to the principle of the development in this location, which it is considered would have limited impact on the openness of the wider Green Belt and complies with current policy objectives to enhance educational facilities.

It is not considered that the proposal would have any detrimental impact on the character or appearance of the school site or on the visual amenities of the surrounding area. Furthermore, it is not considered that it would have any detrimental impact on the amenity of the occupants of the nearest residential properties.

It is not considered that the proposals would result in such an increase in traffic that they would have an unacceptable impact on the surrounding highway network sufficient to justify refusal and notably the Council's Highway Engineer has raised no objections in this respect.

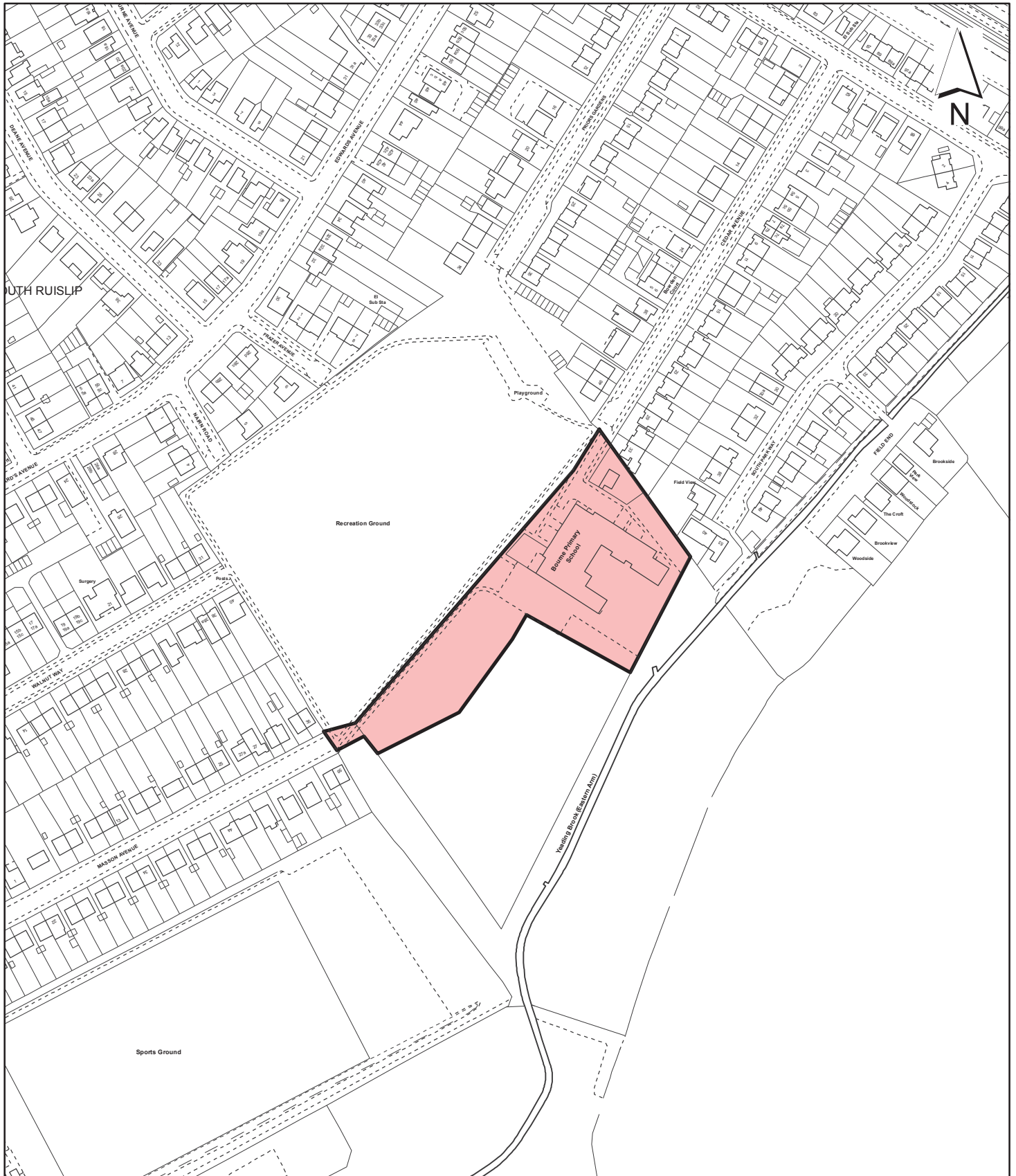
The proposal is considered to comply with relevant planning policy and, accordingly, approval is recommended.



11. Reference Documents

Hillingdon Local Plan: Part 1 - Strategic Policies (November 2012)
Hillingdon Local Plan: Part 2 - Saved UDP Policies (November 2012)
London Plan (July 2011)
National Planning Policy Framework (2012)
DCLG Policy statement on planning for schools development (15 August 2011)
Hillingdon Supplementary Planning Document: Accessible Hillingdon

Contact Officer: Johanna Hart

Telephone No: 01895 250230



<p>Notes</p> <p> Site boundary</p> <p>For identification purposes only.</p> <p>This copy has been made by or with the authority of the Head of Committee Services pursuant to section 47 of the Copyright, Designs and Patents Act 1988 (the Act). Unless the Act provides a relevant exception to copyright.</p> <p>© Crown copyright and database rights 2013 Ordnance Survey 100019283</p>	<p>Site Address</p> <p align="center">Bourne Primary School Cedar Avenue Ruislip</p>		<p>LONDON BOROUGH OF HILLINGDON</p> <p>Residents Services</p> <p>Civic Centre, Uxbridge, Middx. UB8 1UW Telephone No.: Uxbridge 250111</p>
	<p>Planning Application Ref:</p> <p align="center">4328/APP/2012/2892</p>	<p>Scale</p> <p align="center">1:2,500</p>	
	<p>Planning Committee</p> <p align="center">North</p>	<p>Date</p> <p align="center">January 2013</p>	