

<b>Committee:</b> Development	<b>Date:</b> 16 <sup>th</sup> June 2010	<b>Classification:</b> Unrestricted	<b>Agenda Item No:</b> 9.1
<b>Report of:</b> Corporate Director of Development and Renewal		<b>Title:</b> Planning Application and Conservation Area Consent for Decision	
<b>Case Officer:</b> Nasser Farooq		<b>Ref No:</b> PA/10/00352 and PA/10/00353	
		<b>Ward(s):</b> Mile End and Globe Town	

## 1. APPLICATION DETAILS

- 1.0 **Location:** Harpley School, 110 Globe Road, London, E1 4DZ
- 1.1 **Existing Use:** Pupil Referral Unit
- 1.2 **Proposal:** Planning permission PA/10/352
- Erection of new sports hall and associated storage located to the north east of the site adjoining Tollet Street.
  - Construction of new six bay car park with new entrance from Tollet Street;
  - Refurbishment of existing building to include introduction of full height light well;
  - Provision of additional bicycle parking and new landscaping.
  - Installation of external seating at ground floor level facing Massingham Street.
- Conservation Area Consent PA/10/353
- Demolition of the boundary wall to Tollet Street.
- 1.3 **Drawing Nos:** HAR-LSI-GA-000100-01, HAR-LSI-GA-000101-01, HAR-LSI-GA-000103-01, HAR-LSI-GA-000104-01, HAR-LSI-GA-000105-01, HAR-LSI-GA-000106-01, HAR-LSI-GA-000107-01, HAR-LSI-GA-000108-01, HAR-LSI-ELV-000114-01, HAR-LSI-ELV-000115-01, HAR-LSI-SEC-000116-00, HAR-LSI-SEC-000117-00, HAR-LSI-GA-000118-02, HAR-LSI-GA-000119-02, HAR-LSI-GA-000120-02, HAR-LSI-GA-000121-02, HAR-LSI-GA-000122-02, HAR-LSI-GA-000123-02, HAR-LSI-GA-000124-01, HAR-LSI-ELV-000125-02, HAR-LSI-ELV-000126-02, HAR-LSI-SEC-000128-00, HAR-LSI-SEC-000129-00, HAR-LSI-GA-000150-01, 9V7305/DW/4 A, 9V7305/OPTION3 B,
- 1.4 **Supporting Documents:** Design Statement – dated February 2010  
Impact Statement (Including appendices 1-12) – dated February 2010
- 1.5 **Applicant:** Bouygues UK  
Elizabeth House  
39 York Road  
London
- 1.6 **Owner:** LBTH
- 1.7 **Listed Building:** No
- 1.8 **Conservation Area:** Part of the site to the south is located within the Carlton Square Conservation Area.
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## **2.0 SUMMARY OF MATERIAL PLANNING CONSIDERATIONS**

### **Full Planning Application**

2.1 The Local Planning Authority has considered the particular circumstances of this Planning application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan 1998, the Council's Interim Planning Guidance for the purposes of Development Control (October 2007), Core Strategy Development Plan Document (Submission Version December 2009) associated supplementary planning guidance, the London Plan 2008 (Consolidated with Alterations since 2004) and Government Planning Policy Guidance and has found that:

- The proposal is in line with the Mayor and Council's policy, as well as Government guidance which require local authorities to meet the need for social infrastructure. As such, the development complies with policy 3A.18 of the London Plan 2008 (Consolidated with Alterations since 2004) which seeks to ensure this.
- It is considered that on balance, the improvements to the existing play area and the incorporation of the areas of open space that exists to the south along with the improvements that the proposed development creates in the teaching and learning environment, that the proposed development would not be detrimental to the school environment and would improve the current facilities available on site. The proposal would be in accordance with policies 3A.18 and 3A.24 of the London Plan 2008 (Consolidated with Alterations since 2004) and policy CP29 of the Interim Planning Guidance 2007, which seek to provide appropriate and improved community and educational facilities, including schools, within easy reach by walking and public transport for the population that use them and also seek to increase their provision, both to deal with increased population and to meet existing deficiencies in order to provide the best schools and facilities to support educational excellence. The proposal would also accord with saved policy EDU7 of the Unitary Development Plan 1998, which seeks to protect existing school play space.
- The development's height, scale, bulk and design is acceptable and in line with policies 4B.1 and 4B.2 of the London Plan 2008 (Consolidated with Alterations since 2004), saved policies DEV1 and DEV2 of the Council's Unitary Development Plan 1998 and policies CP4, DEV1 and DEV2 of the Council's Interim Planning Guidance (2007), which seek to ensure buildings are of a high quality design and suitably located.
- The development is not considered to create any significant impact on the amenity of adjoining occupiers and would not result in a significant loss in access to daylight and sunlight or an unacceptable loss in privacy. The proposal is considered to be in accordance with saved policy DEV2 of the Unitary Development Plan 1998 and policy DEV1 of the Interim Planning Guidance 2007, which seek to preserve the amenity of adjacent occupiers.
- Transport matters, including parking, access and servicing, are acceptable and in line with London Plan 2008 (Consolidated with Alterations since 2004) policies 3C.1 and 3C.23, saved policies T16 and T19 of the Council's Unitary Development Plan 1998 and policies DEV18 and DEV19 of the Council's Interim Planning Guidance (2007), which seek to ensure developments minimise parking and promote sustainable transport options.

### **Conservation Area Consent**

2.2 The Local Planning Authority has considered the particular circumstances of this

Conservation Area Consent application against the Council's approved planning policies contained in the London Borough of Tower Hamlets Unitary Development Plan 1998, the Council's Interim Planning Guidance for the purposes of Development Control ( October 2007), Core Strategy Development Plan Document (Submission Version December 2009) associated supplementary planning guidance, the London Plan 2008 (Consolidated with Alterations since 2004) and Government Planning Policy Guidance and has found that:

- The proposed demolition to the existing wall on Tollet Street is considered appropriate in respect of alterations in a Conservation Area. This is in line PPS5: Planning and the Historic Environment, saved policy DEV28 of the adopted Unitary Development Plan (1998), CON2 of the Interim Planning Guidance for the purpose of Development Control ( October 2007) and SP10 of the Core Strategy 2025 Development Plan Document (Submission Version December 2009). These policies seek to ensure that alterations respect the special architectural and historic interest of Conservation Areas.

### **3.0 RECOMMENDATION**

3.1 That the Committee resolve to **GRANT** planning permission and conservation area consent.

3.2 That the Head of Development Decisions is delegated power to impose conditions [and informatives] on the planning permission to secure the following:

#### **3.3 Conditions for planning permission**

- 1) 3 year time period
- 2) Buildings approved in accordance with the plans
- 3) Samples of external materials
- 4) Details of all boundary treatment
- 5) Details of all replacement trees.
- 6) Cycle parking provisions
- 7) Construction management plan including tree protection
- 8) Contaminated Land
- 9) Noise level restrictions
- 10) Landscaping implementation and management plan
- 11) Hours of use
- 12) Implementation of the Travel Plan
- 13) Site waste management plan
- 14) Energy strategy implementation
- 15) Car park subject to works on the Highway.
- 16) Any other condition(s) considered necessary by the Corporate Director Development & Renewal.

#### **3.4 Informatives for Planning Permission**

- 3.5
- 1) S278 agreement for works on the Highway
  - 2) Any other informative(s) considered necessary by the Corporate Director Development & Renewal.

3.6 That the Head of Development Decisions is delegated power to impose conditions [and informatives] on the Conservation Area Consent to secure the following:

#### **3.7 Conditions for Conservation Area Consent**

- 1) 3 year time period
- 2) Drawings approved in accordance with the plans

- 3) Details of all boundary treatment at scale of 1:50
- 4) Any other condition(s) considered necessary by the Corporate Director Development & Renewal.

### **3.8 Informatives for Conservation Area Consent**

- 1) In respect to condition 3 the proposed railing and gates should be of a traditional design that preserves the Conservation Area.
- 2) Any other informative(s) considered necessary by the Corporate Director Development & Renewal.

## **4.0 PROPOSAL AND LOCATION DETAILS**

### **Proposal**

- 4.1 The proposal is to erect a new sports hall adjoining the southern facade of the existing school and the newly built secure entrance to the existing school (accessed from Tollet Street).
- 4.2 A new six bay car park is proposed to be located to the south of the proposed Sports Hall and to the north of 20 Tollet Street.
- 4.3 As part of the development additional bicycle parking and a new landscaping area is proposed within the disused land to the south of the School.
- 4.4 Additional external seating is proposed at ground floor level, in the infill area between the school building and Massingham Street.
- 4.5 In addition to this internal works to the existing building are also proposed. Planning permission is not required for these works as they are not classed as development.
- 4.6 The internal works include the removal of internal partitions and the creation of a lightwell in the eastern section of the main school building.
- 4.7 Conservation Area Consent is also sought for the part demolition of the boundary wall on Tollet Street as part of the boundary wall is located within the Carlton Square Conservation Area.

### **Site and Surroundings**

- 4.8 The subject site is a Pupil Referral Unit (PRU) and forms part of the Batch 2 schools in London Borough of Tower Hamlets scheduled for refurbishment and upgrading as part of the Building Schools for the Future (BSF) programme.
- 4.9 Harpley School is located on Globe Road in Mile End. It is a late Victorian Building. In 2007, a two storey extension was added to house a pupil referral unit.
- 4.10 The site is bounded by Tollet Street to the east, Massingham Street to the north and Globe Road to the west.
- 4.11 The main pedestrian entrance to the site is located on the north east edge of the site on Tollet Street. Parallel to this entrance is a secondary entrance on Globe Road.
- 4.12 To the south of the site are residential developments and further along Tollet Street to the south is a terrace of residential dwellings located within the Carlton Square Conservation Area.

4.13 The southern part of the site falls within the Carlton Square Conservation Area.

### **Relevant Planning History**

4.14 PA/09/130 Installation of 4 8m high floodlights to existing sports ball court

Permitted on 14/07/2009

4.15 PA/06/1091 Construction of a new single storey building comprising of three classrooms, reception and associated facilities. Including the installation of new 2.8m entrance gates and fencing along the Globe Road frontage and new tarmac surfacing, landscaping and external seating areas

Permitted- 08/09/2006

4.16 PA/05/0846 Erection of a double storey extension to accommodate administration department plus new secure entry to existing school

Permitted- 25/07/2005

## **5.0 POLICY FRAMEWORK**

5.1 For details of the status of relevant policies see the front sheet for "Planning Applications for Determination" agenda items. The following policies are relevant to the application:

### **5.2 The London Plan Spatial Development Strategy for Greater London Consolidated with Alterations since 2004 (February 2008)**

3A.17	Addressing the Needs of London's Diverse Population
3A.18	Protection and enhancement of Social Infrastructure and Community facilities
3A.24	Educational Facilities
3C.1	Integrating Transport and Development
3C.2	Matching Development to Transport Capacity
3C.3	Sustainable Transport in London
3C.17	Tackling Congestion and Reducing Traffic
3C.22	Improving Conditions for Cycling
3C.23	Parking Strategy
4A.28	Construction, Excavation and Demolition Waste
4B.1	Design Principles for a Compact City
4B.3	Enhancing the Quality of the Public Realm
4B.5	Creating an Inclusive Environment
4B.6	Safety, Security and Fire Prevention and Protection
4B.8	Respect Local Context and Communities

### **5.3 Unitary Development Plan 1998 (as saved September 2007)**

Policies:	ST28	Restrain Use of Private Cars
	ST30	Improve Road Safety
	ST 46	Accessible Education and Training
	DEV1	Design Requirements
	DEV2	Environmental Requirements
	DEV12	Provision of Landscaping in Development
	DEV15	Retention/Replacement of Mature Trees

DEV50	Noise
DEV55	Development and Waste Disposal
DEV56	Waste Recycling
T16	Traffic Priorities for New Development
T18	Pedestrians and the Road Network
T19	Priorities for Pedestrian Initiatives
T21	Pedestrian Needs in New Development
EDU7	Loss of School Play Space

#### 5.4 Interim Planning Guidance for the purpose of Development Control(October 2007)

Core Strategies:	CP 1	Creating Sustainable Communities
	CP 3	Sustainable Environment
	CP 4	Good Design
	CP 29	Improving Education and Skills
	CP 38	Energy Efficiency and Production of Renewable Energy
	CP 39	Sustainable Waste Management
	CP 40	A Sustainable Transport Network
	CP 41	Integrating Development with Transport
	CP 42	Streets for People
	CP 46	Accessible and Inclusive Environments
	CP 47	Community Safety
	CP 49	Historic Environment

Policies:	DEV 1	Amenity
	DEV 2	Character and Design
	DEV 3	Accessibility and inclusive Design
	DEV 4	Safety and Security
	DEV 5	Sustainable Design
	DEV 10	Disturbance from Noise Pollution
	DEV 12	Management of Demolition and Construction
	DEV 13	Landscaping and Tree Preservation
	DEV 15	Waste and Recyclables Storage
	DEV 16	Walking and Cycling Routes and Facilities
	DEV 17	Transport Assessments
	DEV 18	Travel Plans
	DEV 19	Parking for Motor Vehicles
	DEV 24	Accessible Amenities and Services
	SCF 1	Social and Community Facilities
	CON2	Conservation Areas
	CON2	Conservation Areas

Core Strategy 2025 Development Plan Document (Submission Version December 2009).

	SO10	Health and well-being
	SO11	Improvement of Social infrastructure
	SO17	Improvements in education, skills and training
	SP07	Support investment for existing primary and secondary schools
	SP09	Street hierarchy

#### 5.5 Supplementary Planning Guidance/Documents

Landscape Requirements – SPG 1998  
Landscape Requirements – SPG 1998

## 5.6 Government Planning Policy Guidance/Statements

PPS 1	Delivering Sustainable Development
PPS 5	Planning and the Historic Environment
PPG 13	Transport
PPG 24	Planning and Noise
PPG 24	Planning and Noise

## 5.7 Community Plan – One Tower Hamlets

The following Community Plan objectives relate to the application:

Healthy Communities  
Prosperous Communities  
Safe and Supportive Communities  
A Great Place To Be

## 6.0 CONSULTATION RESPONSE

6.1 The views of the Directorate of Development and Renewal are expressed in the MATERIAL PLANNING CONSIDERATIONS section below. The following were consulted regarding the application:

### **LBTH Environmental Health (Daylight/Sunlight and Lighting)**

6.2 The Environmental Health Officer has reviewed the External Lighting Assessment dated February, 2010 for Harpley School. The schedule showing the lighting figures is considered acceptable and the Environmental Health Officer has considered it is acceptable to recommend planning permission. *(Officer comment: This is noted and is further discussed in the amenity section of this report).*

6.3 Environmental Health have reviewed the Daylight/Sunlight report by GIA dated February 2010. The report has reviewed the impact of the proposed scheme on the surrounding residential buildings.

6.4 The contents of the report satisfy BRE Criteria for Daylight/ Sunlight as stated in Appendix 2. As such, Environmental health has no objections in terms of Daylight or Sunlight.

### **LBTH Environmental Health (Contaminated Land)**

6.5 The submitted report highlights identified pollution linkages which require further assessment. *(Officer comment: The contaminated land officer has recommended a condition to ensure appropriate mitigation will be carried out and therefore should permission be granted a condition requiring a contaminated land study to be carried out prior to Commencement will be required).*

### **LBTH Highways**

6.6 Parking: The loss of on-street parking has not been fully justified and is not supported by the Highway Department or the Parking Services team. *(Officer comment: the Parking services team have undertaken a parking stress survey, the results of which are outlined in the planning considerations section of the report. Given the loss of on-street parking is managed by the parking services team a condition should be imposed on the permission preventing the formation and use of the new car-park until amendments to the road markings have been completed.)*

- 6.7 • The applicant should provide swept path analysis drawings demonstrating the ability of a large private car to access and egress the proposed spaces and the car park itself in a forward gear (*Officer comment: The applicant has since reduced the number of the proposed cars from seven to six in line with the findings of the swept path analysis, which showed a tight parking arrangement. The parking arrangement may mean some drivers having to perform a five-point turn, instead of a three-point turn when exiting the site. On balance this is considered an acceptable arrangement as it results in vehicles existing the proposed car park in forward gear*)
- 6.8 • Disabled Parking: the proposal provides one designated accessible parking space within the relocated car park. LBTH policy states that where a development includes on-site parking a minimum of 2 accessible spaces or 10% of the total parking (whichever is greater) should be provided on-site, within easy reach of the main entrance and in accordance with BS8300, 2001 and Building Regulations Part M. (*Officer comment: On balance one disabled parking space out of six is considered a sufficient amount of disabled parking, given it is an improvement of the existing parking arrangement which does not have any designated spaces.*)
- 6.9 • Cycle Parking: There appears to be some discrepancy over the number of cycle parking spaces to be provided. (*Officer comment: The applicant has confirmed 44 cycle spaces will be provided in the form of 22 racks. The amount of cycle parking will be conditioned*)
- 6.10 • The applicant has previously been advised that the servicing of the school should be accommodated within the relocated car park area with a service corridor running from the car park to the school building.
- 6.11 • A further reduction in the number of on-site parking spaces provided will be supported if such measures are required to accommodate on-site servicing within the car park area and to facilitate the ability of a service vehicle to access and egress from the site in a forward gear.
- 6.12 (*Officer comment: given the onsite parking is already decreasing from 13 to 6 a further loss is likely to have an adverse impact on the highway and would not be supported by the School. Servicing is proposed on the school keep clear marking, with refuse to be located within a secure location. Given the existing arrangement is similar; it is proposed that servicing will have no adverse impact on the highway to warrant a refusal of this application*)
- 6.13 • Refuse Arrangements: A refuse store is proposed at the north-eastern corner of the site and accessed from Massingham Street. Refuse collection from this location will require the removal of further on-street parking bays which, as previously discussed, is not supported. I presume officers from the waste management team are being consulted on the details for the storage and collection of waste. (*Officer comments: the refuse is to be located within the site and does not involve the loss of on street parking bays, furthermore if planning permission is granted a condition would be included for a waste servicing strategy to be submitted, approved and implemented.*)
- 6.14 • Travel Plan: A copy of the School Travel Plan has been included within the application. I would advise that comments pertaining to the suitability of the submitted Travel Plan are sought from the School Travel Advisor. (*Officer comment: the School Travel Advisor has not commented on this application. It should be noted all schools are required to implement a travel plan and this would be further controlled and enforced via condition which would require a new travel plan to be submitted to and approved to take into account the additional staff and pupils as a result of the application*)
- 6.15 • It is likely that further parking spaces may need to be removed around the site access



once the visibility splays have been submitted and assessed. (*Officer comment: the Council has since received amended drawings showing the visibility splay and the final number of parking spaces to be removed takes these splays into account*)

- 6.16 • If Planning Permission is granted, the applicant is to contact the Street Lighting and Highway Design Engineers to further discuss any proposed removal or relocation of such objects and the applicant should be informed that the costs associated with such works will be met and covered by the applicant. (*Officer comment: This will be conditioned*)
- 6.17 • Highways have requested that a condition requiring a scheme of highways works has been approved in writing the scheme of highway improvements necessary to serve this development. (*Officer comment: this will be conditioned and include the proposed build-outs*)

### **LBTH Parking services**

- 6.18 Within the immediate area of the Harpley School site, bounded by Massingham Street, Argyle Road, Alderney Road and Globe Road, the potential spaces provided for Resident Permit holders (based on 5.5metres per car length) and the numbers of Permits issued are as follows:

Street	Spaces	Permits Issued
Massingham Street	27	7
Argyle Road	40	16
Alderney Road	17	15
Carlton Square	10	3
Tollet Street	40	28

Table 1: Showing number of spaces and permits issues.

- 6.20 Occupancy surveys of the above streets carried out on two separate days during the Controlled Zone Hours of 8.30 am to 5.30pm Monday to Fridays revealed average usage as follows:

Street	Vehicles Parked
Massingham Street	18 (of which 9 local A4 Permits)
Argyle Road	17 (of which 11 local A4 Permits)
Alderney Road	17 (of which 10 local A4 Permits)
Carlton Square	6 (of which 3 local A4 Permits)
Tollet Street	19 (of which 13 local A4 Permits)

Table 2: Showing number of vehicles parked and permits issues.

- 6.21 With regards to the bays on Tollet Street fronting the School site, occupancy levels were low with only 3 vehicles being parked in an area that could accommodate approximately 11 vehicles and of the 3 vehicles parked only one was displaying a local A4 Permit.
- 6.22 Following amended drawings the parking services team envisaged that the loss of parking outside the four properties at Tollet Street is likely to be contentious.
- 6.23 (*Officer comment: the loss of on-street residential parking is required to facilitate a new car park within the school and would require alterations to the Traffic Management Order (TMO) which is dealt with under Parking Services team. If as expected a large number of objections are received during the consultation concerning any proposed alterations to the traffic management order then the changes to the TMO is heard by a separate body within the council. Officer's consider that the proposed car park should not be implemented until*

*amendments to the road markings have been agreed and completed. This issue is further discussed in the parking section of this report)*

### **LBTH Education**

- 6.24 This application has been made on behalf of this Directorate as part of the Building Schools for the Future (BSF) programme. This directorate supports the proposal. *(Officer comment: this is noted)*

### **Trees Officer, Parks & Open Spaces**

- 6.25 No objections to work proceeding on grounds of expedient arboriculture management *(Officer comment: this is noted)*

### **Metropolitan Police**

- 6.26 The Crime Prevention Officer is supportive of these plans, having met with the architects. The basic point is to ensure a secure boundary, and the Crime Prevention Officer would like to see the recycling bins moved from the current location on Globe Road to a position away from the school fencing. *(Officer comment: Given this is not within the scope of works proposed the planning department cannot pursue this. However the applicant will be informed of these comments.)*

### **London Fire and Emergency Planning Authority (LFEPA)**

- 6.27 The LFEPA have confirmed that the information provided indicates that there isn't any obstructions between the premises and the roadside and as such, this arrangement is considered acceptable *(Officer comment: The LFEPA will be further consulted by the Building Control Department should consent be granted).*

### **LOCAL REPRESENTATION**

- 6.28 A total of 192 neighbouring properties within the area shown on the map appended to this report were notified about the application and invited to comment. The application has also been publicised in East End Life and on site. The number of representations received from neighbours and local groups in response to notification and publicity of the application were as follows:

6.29 No of individual responses: 14      Objecting: 14      Supporting: 0

6.30 No of Petitions:                      2      Objecting:2      Supporting: 0  
(containing signatures 17 and  
12 signatures)

- 6.31 The following issues were raised in representations:

- Design of new building *(Officer comment: this is discussed in the design section of the report)*
- Works to the Victorian building *(Officer comment: this is discussed in the design section of the report)*
- Loss of parking *(Officer comment: this is discussed in the highways section of the report)*
- Anti social behaviour with Children leaving the referral unit *(Officer comment: this is a management issue for the school)*
- Alternative entrances are available for the proposed car park *(Officer comment: this is noted, however the applicant is required to assess the application as submitted)*
- The design of the existing approved extension is not appropriate *(Officer*

*comment: given the design of this element has been approved and implemented, the Council has no control over this issue.*

- Inaccuracies in the application (*Officer comment: these errors including the number of existing parking have been noted and have been acknowledged by the applicant*)
- The application should not be made by an agent and should be made by the School or Council (*Officer comment: there is no planning legislation restricting who can make the application, as such this is not a material planning consideration*)
- Inappropriate works to the School Boundary Wall (*Officer comment: this is discussed in the Impact of the application on the Conservation section of the report*)

## **7.0 MATERIAL PLANNING CONSIDERATIONS**

7.1 The main planning issues raised by the application that the committee must consider are:

1. Principle of the Land Use
2. Design and Layout of the Development
3. Impact on the Conservation Area.
4. Impact on the amenity of adjoining occupiers and the Surrounding Area
5. Loss of parking
6. Traffic and Servicing Issues

### **Principle of the Land Use**

7.2 The application proposes the erection of a sports hall. The hall would be used by the school and the local community. As the proposal will not result in a change of the use of the land from a school and its associated functions, the proposed development is not considered to impact on the land use of the site.

7.3 The main land use issue is whether the scheme would result in a significant loss of school playspace. This is discussed further in the design and layout section of the report.

7.4 Policies 3A.18 and 3A.24 of the London Plan 2008 (Consolidated with Alterations since 2004) (London Plan) and policy CP29 of the Interim Planning Guidance for the purposes of Development Control (October 2007) (IPG) seek to provide appropriate and improved community and educational facilities, including schools, within easy reach by walking and public transport for the population that use them. These policies also seek to increase the provision, both to deal with increased population and to meet existing deficiencies in order to achieve the best schools and facilities to support education excellence.

7.5 Given the proposed building is to be available to existing community groups and local residents it is considered that the proposal will improve the community facilities within the vicinity.

7.6 The proposal is part of the strategic policy SP07 of the Core Strategy 2025 Submission document which seeks to support investment for the continued improvement and expansion of existing primary and secondary schools through the building schools for the future programme

### **Design and Layout of the Development**

#### **Mass, Scale and Location**

7.7 Policies 4B.1 and 4B.2 of the London Plan, saved policies DEV1 and DEV2 of the Unitary Development Plan (1998) and policies CP4, DEV1 and DEV2 of the Interim Planning Guidance seek to ensure developments are of appropriate mass and scale to integrate

with the surrounding environment, high quality in design and protect the amenity of the surrounding environment and occupiers.

- 7.8 The proposed sports hall is approximately 18.5 metres in height, a length of 21 metres (along Tollet Street) and a depth of 18m.
- 7.9 The proposed location of the new building is concentrated around the existing building utilising an existing entrance from Tollet Street and creating a direct internal access to the existing school building.
- 7.10 The proposed building is considered to respond well to the existing massing and scale of the existing school building appearing as a subordinate addition.
- 7.11 The residential dwellings, south of the school are two storeys in height. The proposed sports building will create a natural decrease in building heights from the large three storey school to the two storey residential properties to the south.
- 7.12 As such, it is considered that the scale, massing and location of the building is appropriate and has been related to the existing school buildings and neighbouring developments in terms of height and scale. It is considered that in terms of scale and mass the proposal is in accordance with policies 4B.1 and 4B.2 of the London Plan, saved policies DEV1 and DEV2 of the Unitary Development Plan and policies CP4, DEV1 and DEV2 of the Interim Planning Guidance.
- 7.13 An objection has been received suggesting an alternative location and entrance of the building and whether there is a demand for the propose use. However, the planning department is required to assess whether the location proposed is acceptable.

#### Appearance and Materials

- 7.14 The existing buildings within the area are constructed predominately of brick. These include the residential dwellings within the vicinity and the school. The notable exception to this is the newly constructed Pupil Referral Unit adjoining the school, which is finished out of blockwork, cedar cladding and Aluminium windows.
- 7.15 The proposal seeks to respond sensitively to these existing materials by treating ground floor level of the proposed building in brickwork to match existing school building. This is considered to respect the surrounding area and the Carlton Square Conservation Area.
- 7.16 The proposed sports hall is a modern designed building and this is reflected with green cladding panels above ground floor level. The use of modern materials is considered to contrast with the existing materials and reflect the modern nature of the development. This is not an uncommon design solution to new developments.
- 7.17 In order to ensure the proposed materials are acceptable, it is recommended that a condition of consent is imposed to require the submission of all samples for prior approval.
- 7.18 In terms of materials, subject to condition, the proposals are acceptable in terms of policies 4B.1 and 4B.2 of the London Plan, saved policies DEV1 and DEV2 of the UDP and policies CP4, DEV1 and DEV2 of the IPG.

#### Works to the existing school building

- 7.19 The main alteration to the existing school building is the creation of a new light well to the media hall. This is located at the junction where the proposed sports hall is to adjoin the Pupil Referral Unit and the main school building.

- 7.20 Should consent be granted it would result in the loss of light to the main school building. The creation of a lightwell with a rooflight provides a good design solution to overcome this issue.
- 7.21 The proposed rooflight to serve the lightwell raises the height of this part of the roof slightly, however given the height of the parapet roof, this would be largely obscured and is considered acceptable.
- 7.22 Additionally, an internal link is to be provided from an ancillary café within the school building to proposed seating outside an existing entrance/exit facing Massingham Street.

#### Play Areas/External Amenity Space/ Landscaping

- 7.23 The proposal is to lose some 385sqm of existing playground space to locate the proposed sports building.
- 7.24 In addition to this, new play space is to be provided by clearing and landscaping the area to the south of the site. This area is currently vacant and disused. As such, landscaping this area is likely to have a positive contribution to the environment.
- 7.25 The proposal results in a net increase in external play area of 337sqm.
- 7.26 Given the proposals for these outdoor areas, the landscaping associated both natural and artificial, needs to be carefully designed to ensure that it preserves the amenity of the environment within the school and the local area. Particular note needs to be given to light from the proposed floodlighting and noise from the use of the outdoors environment as a performance area. The lighting and noise is discussed further in the amenity section of the report.
- 7.27 As such, it is recommended that a condition is imposed on the application to ensure that the proposed landscaping is of an acceptable design which preserves the existing amenity.
- 7.28 The proposed development also includes alterations to existing and new boundary treatments. Limited details of the proposed boundary treatment have been provided with the application. It is therefore recommended that a condition be included if planning permission is granted requiring the submission and approval of the boundary treatment to ensure that the appearance of the site is acceptable.
- 7.29 With the inclusion of the recommended conditions relating to landscaping and boundary treatment it is considered the proposed development would be in accordance with saved policy DEV12 of the Unitary Development Plan (1998), policies DEV1, DEV2 and DEV 13 of the IPG and policies 4A.11, 4B.1 and 4B.10 of the London Plan.

#### Access & Equalities

- 7.30 The proposed development incorporates the measures to provide all inclusive access to the school. The accessible parking spaces are proposed to be located closest to the entrance in accordance with the recommendations of Part M and BS8300:2009. The approach route to the main entrance is proposed to be levelled ensuring unrestricted access into the building. Hard and soft landscaping zones are proposed to provide clarity of approach and access to the building.
- 7.31 A secure design disabled car parking space is also proposed in the six bay car park.
- 7.32 It is therefore considered that the access for disabled and mobility impaired persons is

acceptable and would be in accordance with saved policy ST12 of the Unitary Development Plan (1998) policies CP46 and DEV3 of the IPG and policy 4B.5 of the London Plan.

#### Loss of trees

- 7.33 Part of the site is located within the Carlton Square Conservation Area. Within the school boundary and externally there are several trees which are proposed to be removed in order to implement the consent.
- 7.34 In addition to this, of these trees there are three mature trees located south of the School keeper's house on the Globe Road elevation which are protected by Tree Preservation Orders.
- 7.35 As such, the applicant has submitted an Arboricultural Development Statement which outlines the conditions of the trees.
- 7.36 No works are proposed to the three trees protected by Tree Preservation Orders.
- 7.37 The proposed report identified two groups of trees to be removed labelled Group 1 and Group 2 (including trees labelled 5 and 6 in the submitted report)
- 7.38 Group 1 is located within the western boundary of the school abutting the rear gardens of properties 20-14 Tollet Street. They have been identified as being in poor condition and categorised as Category R which are trees that are in poor condition and should be removed regardless of the planning process.
- 7.39 Group 2 and trees labelled 5 and 6 are under the footprint of the development, and proposed to be removed. They are identified as being of low quality and not worthy of Tree Preservation Orders.
- 7.40 This proposal has been reviewed by the Council's Tree Officer who raised no objections to the proposal.
- 7.41 In order to mitigate the loss of the existing trees, a condition on the permission will be placed if granted ensuring the trees are replaced and appropriate landscaping to be provided in order to improve the environment.

#### Waste Storage

- 7.42 The proposed refuse is to be located within the curtilage of the site as an opening is to be provided within Tollet Street to the north to allow collection to the site via the school keep clear markings. This approach is not too dissimilar to the existing arrangements.
- 7.43 It is therefore not considered that the proposed development will result in any negative impact on the amenity of the area or the highway network as a result of the waste and recycling storage.
- 7.44 Furthermore if planning permission is granted a condition would be included for a waste servicing strategy to be submitted, approved and implemented.

#### **Impact on the Carlton Square Conservation Area.**

- 7.45 The southern section of the site is located within the Carlton Square Conservation Area which was designated in September 1987.
- 7.46 The Carlton Square Conservation Area is characterised by its cohesive group of mid to

late Victorian housing, which remain largely intact despite war damage and redevelopment. The Victorian terrace houses are generally two storeys and raised on a semi-basement. An example of such terrace is located to the south of the site on Tollet Street.

- 7.47 Part of the proposed Sports Hall, the proposed car park and alterations to the boundary wall are located within the Conservation Area and given the rest of the site adjoins the Conservation consideration needs to be given to the characteristics of the conservation area.
- 7.48 PPS5 requires development to preserve or enhance the Conservation Areas and Policy 4B.12 of the London Plan and policy CON2 of the IPG seek to preserve the historic assets of the city.
- 7.49 As outlined in the design section of the report the ground floor level of the proposed building is to be constructed out of brickwork to match existing school building and therefore as the development will be brick at street level the proposal is considered to preserve the setting of the Carlton Square Conservation Area.
- 7.50 Whilst the use of cladding is not a traditional material within the Conservation Area, it is not an uncommon design solution for modern buildings. A similar material has been recently approved in the refurbishment works at Queen Mary University (PA/09/325) which adjoins the eastern boundary of the Carlton Square Conservation Area approximately 330m from the application site.
- 7.51 Furthermore given the good standard of design, the proposal is considered to preserve the setting of the Carlton Square Conservation Area.
- 7.52 The proposal also includes demolition of the eastern boundary wall of the School. Given part of this wall is located within the Conservation Area an application for Conservation Area Consent has been submitted.
- 7.53 The existing wall measures approximately 2.7m in height and is constructed of London Stock Brick. In addition, metal railings are located at the top for additional security purposes.
- 7.54 From site visits, it appears that this is not an originally constructed wall and it is noted that the surrounding perimeter of the school has undergone several alterations to improve security.
- 7.55 Part of the demolished wall will be rebuilt and forms the east elevation of the proposed sports building, which will form the boundary on Tollet Street. The existing railings located in front of the wall on Tollet Street are proposed to be retained and made good, with the exception of the portion of the railings that need to be removed to facilitate the proposed car park.
- 7.55 Full details have not been given for the proposed metal fencing and gates. Given the location within a conservation area, it is considered pertinent to condition to these items to ensure they are of an acceptable design that preserves or enhances the Carlton Square Conservation Area.
- 7.57 As such, subject to condition, it is therefore considered that the proposals are in accordance with policy 4B.12 of the London Plan and policy CON2 of the IPG.

#### **Impact on the Amenity of Adjoining Occupiers and the Surrounding Area**

- 7.58 The subject site is situated within a residential area. Massingham Street, Tollet Street

and Globe Road all contain residential properties. Given the proposed sports building and car park is to be located on the eastern boundary of the site and is to be accessed from Tollet Street, the residents from Tollet Street are the most likely to be affected.

- 7.59 In response to the statutory consultation and non statutory consultation, the Council received comments from residents, outlining concerns regarding the loss of parking and that their amenity will be compromised should planning consent be granted. The loss of parking is discussed at within paragraphs 7.102 to 7.130 of this report.

#### Hour of Operation

<u>Use</u>	<u>Monday to Friday</u>	<u>Saturday</u>	<u>Sundays and Bank Holidays</u>
Education	08:45-1530	N/A	N/A
Community	08:15-2200	13:00- 16:00	13:00- 16:00
Sports	08:45-2200	13:00- 16:00	13:00- 16:00

- 7.61 The hours of operation for the education facility are as existing. The hours of the sports and community uses will be conditioned in order to preserve the amenity of local residents.

#### Daylight and Sunlight

- 7.62 Saved policy DEV2 of the Unitary Development Plan 1998, policy DEV1 of the IPG and policy 4B.10 of the London Plan require that developments preserve the amenity of the adjacent occupiers, including access to sunlight and daylight.
- 7.63 The applicant has provided a Daylight and Sunlight Report with their application outlining the amount of daylight and sunlight received by the adjacent buildings. The applicant has daylight and sunlight levels of the proposed development against the guidance provided in the BRE Report 209 "Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice" (1991)
- 7.64 The submitted assessment has considered the impact of the development on the 'worst-case' windows i.e. those closest to the development. Windows further away would receive a lesser impact.
- 7.65 The most likely to be affected are properties located 20 Tollet Street and 25-33(inclusive) Tollet Street.

#### Daylight

- 7.66 20 Tollet Street has two windows and a door (with a glazed upper portion) at ground floor level facing the site; this is likely to serve a kitchen. In respect of Vertical Sky Component (VSC) the glazed portion of the door would receive a loss of more than 20% of vertical sky as a result of the proposal (the actual loss is measured at 21.49%). Under BRE guidelines a loss of up to 20% is considered acceptable. Given the loss only slightly exceeds guidance it is considered acceptable on balance.
- 7.67 All the properties (including 25-33 inclusive Tollet Street) only one of the rooms had a significant loss of Daylight distribution. However, given this room (rear room of number 20 Tollet Street) receives an acceptable amount of Vertical Sky Component, overall it is considered acceptable given the urban context.

#### Sunlight

- 7.68 Sunlight is measured in terms of Annual Probable Sunlight Hours (APSH).



- 7.69 The submitted report outlines that some properties as a result of the application will receive 1 hour less than the recommended 5 hours of sunlight during winter (properties 25, 26, 27 and 28 Tollet Street).
- 7.70 Given this only applies to one room in each property and the urban context it is considered that this is not a sufficient grounds for the refusal of the application.
- 7.71 Furthermore, the report has been reviewed by Environmental Health, who have raised no objections to findings of the report.
- 7.72 As such, it is considered in terms of daylight and sunlight that the proposal would be in accordance with policy DEV2 of the Unitary Development Plan, policy DEV1 of the IPG and policy 4B.10 of the London Plan.

#### Lighting

- 7.73 Issues of lighting need to be considered in accordance with saved policy DEV2 of the Unitary Development Plan 1998 and policy DEV1 of the Interim Planning Guidance.
- 7.74 The applicant has submitted a light assessment outlined in drawing P121-2292-B which has been received by the Council's Environmental Health Officer.
- 7.75 The Environmental Health Officer has concluded that the information provided is acceptable and the proposal will not result in light spillage to adjoining residents.
- 7.75 The diagram shows light spillage near 20 Tollet Street is anticipated to be around 5 lux. This is around the same level of lighting for street lights and is considered acceptable.

#### Privacy

- 7.76 Issues of privacy/overlooking need to be considered in accordance with saved policy DEV2 of the Unitary Development Plan 1998 and policy DEV1 of the IPG, which informs that new developments should be designed to ensure that there is sufficient privacy for adjacent habitable rooms.
- 7.77 The Council's Unitary Development Plan 1998 states that new developments should be designed to ensure that there is sufficient privacy for residents and that a distance of about 18 metres between opposite habitable rooms reduces inter-visibility to a degree acceptable to most people.
- 7.78 Given the nature of the use as a gym, no windows are required or proposed on the walls of the proposed building. This is primarily because glare from the sun is likely to have a disrupting influence on the activity proposed. As such, the proposal is not envisaged to have an adverse impact on privacy of neighbouring properties.
- 7.79 Number 20 Tollet Street has a flank window on the two storey rear projection, which overlooks the location of the proposed car park. However, given the area of the proposed car park is currently accessible by the school it is considered that the introduction of a car park will not give rise to additional privacy problems.
- 7.80 Privacy concerns could also exist for residents at 13 to 16 Tollet Street, given the proposed landscaping to the discussed parcel of the south will result in children playing closer to these properties. However, this is only likely to occur at peak times and given similar arrangements exist for properties north of 16 Tollet Street; an objection on these grounds cannot be sustained.

- 7.81 As such, taking the above into consideration the proposed development would be acceptable in terms of privacy and in accordance with saved policy DEV2 of the Unitary Development Plan and policy DEV1 of the Interim Planning Guidance.

#### Noise/ Construction

- 7.82 Issues of noise need to be considered in accordance with saved policies DEV2, DEV50 and HSG15 of the UDP and policy DEV1 of the IPG, which seeks to preserve residential amenity.
- 7.83 The noise generated by the proposed sports hall will be controlled by Building Control regulations during the construction phase of the development, should consent be granted.
- 7.84 A further condition will be imposed to ensure noise generated by mechanical equipment does not exceed 10db below the background noise, of the nearest residential property.
- 7.85 The noise generated by pupils playing in the refurbished playspace also has the potential to result in noise disturbances. However, this is only likely to occur at peak times and given similar arrangements exist for properties north of 16 Tollet Street; an objection on these grounds cannot be sustained.
- 7.86 It is acknowledged that the proposed development would result in some disruption to the amenity of the area and highway network due to the construction effects of the proposed development; however these will be temporary in nature.
- 7.87 Demolition and construction is already controlled by numerous other legislative standards, such as Building Act 1984, Environmental Protection Act (EPA) 1990, Environment Act 1995 and Air Quality Regulations 2000 and Health and Safety at Work Act 1974. However, PPS23 makes provision for the inclusion of conditions on consent to mitigate effects of construction.
- 7.88 It is therefore recommended that if approved a condition of consent is included, which would require the submission of a Construction Management Plan is submitted, approved and implemented in order to ensure that the best practice examples are followed to avoid, remedy and mitigate the effects of construction.
- 7.89 There are also a number of existing mature trees on the site around the proposed development and the likely construction site. Officers consider that a condition should be imposed on any planning permission to protect the trees from construction impacts. This would include a requirement for protective fencing and prevention of storage of materials under the canopy of the trees.

#### Vehicle Traffic Movements

- 7.90 Vehicle movements associated with the proposed development have the potential to impact on the amenity of the area through noise, pollution and the general vehicle movement within the public realm. Saved policy DEV2 of the Unitary Development Plan 1998 and DEV 1 of the IPG seek to protect this amenity.
- 7.91 As detailed below the proposed development will not produce additional trip movements. The site has a high Public Transport Accessibility Location (PTAL) rating of 5 and the school travel plan seeks to minimise the use of private vehicles and maximise the use of public transport and walking. This combined with the reduction in vehicle parking numbers would insure that the number of vehicle traffic movements are minimised.
- 7.92 It is therefore considered that there will be no impact on the amenity of the area through increased vehicle traffic movement and in terms of the impact of vehicle movements the

development will accord with saved policy DEV2 of the UDP and DEV 1 of the IPG.

## **Traffic and Servicing Issues**

### Trip Generation

- 7.93 Policies 3C.1, 3C.2, 3C.17 and 3C.23 of the London Plan, saved policies ST28 and T16 of the Unitary Development Plan 1998 and policies CP41, DEV17 and DEV19 of the IPG seek to restrain unnecessary trip generation, integrate development with transport capacity and promote sustainable transport and the use of public transport systems.
- 7.94 The proposed additions and alterations to the school increase the capacity of the school beyond the current enrolment with a potential of 55 additional spaces to be available taking the capacity to around 155. Given that the nature of the use depends on children being referred from other schools the exact number at any one time fluctuates. The transport statement states survey data has shown this number to fluctuate between 24 and 98 pupils.
- 7.95 Seven bus services are located within 640m of walking distance as well as Stepney Green Tube station further south on Mile End Road.
- 7.96 The 2009 student travel data has been extrapolated to include the addition 55 students. Given 55% of the existing students use the local bus service it is considered that at full capacity approximately 28 of the 55 students would use the bus service, with 14 walking and 7 cycling. It is important to note that given the nature of the use the exact number would not be easily measurable.
- 7.97 Furthermore, the school has a Travel Plan which seeks to minimise the use of non-sustainable transport modes and promote cycling and walking.
- 7.98 The travel plan outlines that whilst 40.7% of staff drive to work, approximately 18.5% would prefer to travel by car. In addition, whilst 22.2% cycle to work 40.7% would prefer to cycle.
- 7.99 Given the increase in number of cycle spaces it is considered along with a possible 8 mountain bikes via a DCSF School Travel Grant, it is considered that the Travel Plan is providing a good incentive for this shift in staff driving to the school to cycling to school
- 7.10 Furthermore, this is monitored by the Councils School Travel Plan advisor and would be further controlled via the imposition of a condition should consent be granted.
- 7.101 As such, it is considered that the trip generation would be in accordance with the aspirations of policies 3C.1, 3C.2, 3C.17 and 3C.23 of the London Plan, saved policies ST28 and T16 of the Unitary Development Plan 1998 and policies CP41, DEV17 and DEV19 of the IPG.

### Parking

- 7.102 London Plan policies 3C.17 and 3C.23 seek to reduce traffic congestion and vehicle use by minimising vehicle parking within developments and promoting use of public transport. This is supported by policies DEV17 and DEV19 of the IPG.
- 7.103 The onsite parking spaces are currently accessible for the use of the staff and visitors only. Pupils do not have access to parking spaces within the onsite parking spaces.
- 7.104 The proposed development seeks to reduce this number of onsite car parking spaces from the current 13 spaces to 6 marked spaces.

- 7.105 The existing parking spaces are located at the northern end of the School and are accessed from Massingham Street. The existing parking arrangement is poor as the parking spaces are cramped, thus making manoeuvrability difficult.
- 7.106 The applicant is seeking to remove these parking spaces (The area providing existing parking spaces will be predominately used as outdoor seating, which would benefit from direct access from the internal café.) and create a new 6 bay car park, of which one will be specifically marked for people with disabilities. The proposed parking would be accessed from Tollet Street.
- 7.107 The formation of a new entrance on Tollet Street requires alterations to the road markings along Tollet Street, which would result in a loss of on-street parking space.
- 7.108 The Council's Highway Engineer has stated that they would like to see a further reduction in the level of on-site car parking. However, it is considered the provision of some staff parking including a disabled bay is necessary to attract and retain staff. It is also noted that the school's Travel Plan seeks to further reduce the car parking.
- 7.109 In planning policy terms the reduction in the level of on-site car-parking at the school accords with the Council's planning policies.

#### Amendments to on-street parking

- 7.110 The development requires amendments to the existing road-markings along Tollet Street.
- 7.111 On Tollet Street approximately 74m of residential parking is to be lost. These are not marked individually, however based on a marked bay measuring 5.5m this would equate to the loss of space capable of accommodating approximate 13 parking spaces.
- 7.112 Of this space the loss of 35m is required as 'school keep clear' markings at the entrance of the newly constructed pupil referral unit.
- 7.113 Approximately 38m of residential parking is to be lost further south on west side of Tollet Street in order to provide the required visibility distances for the proposed car park.
- 7.114 These spaces are proposed to be marked with single yellow lines, which would extend south covering the highway area of properties 17, 18, 19 and 20 Tollet Street.
- 7.115 To mitigate for the loss of on-street car-parking the Applicant proposes to create new residential parking along Massingham Street. Currently along Massingham Street there are existing 'school keep clear' road markings. These are redundant because the principle accesses to the school have moved to Tollet Street and Globe Road.
- 7.116 The scheme proposes to replace approximately 18m of these markings to allow residential parking (capable of accommodating 3 cars.)
- 7.117 If these amendments were to be carried out, on-street car-parking capacity in the area would decrease by the equivalent of 10 car-parking spaces.
- 7.118 Parking services team have confirmed that four properties (17-20 Tollet Street) have a residential permit to park on the highway. In addition to this, No 13 Tollet Street has two parking permits, number 15 Tollet Street has a single parking permit and number 14 and 16 Tollet Street have no parking permits. As such, should the proposal be implemented, it would result in residents not parking outside their front door.
- 7.119 A summary of the surrounding area:

Street	Approximate number of spaces	Permits Issued
Massingham Street	27	7
Argyle Road	40	16
Alderney Road	17	15
Carlton Square	10	3
Tollet Street	40	28

- 7.120 The above table indicates that the removal of approximately 10 parking spaces within the area is going to take Tollet Street close to capacity. Objections have been received from residents along Tollet Street and Carlton Square regarding this issue.
- 7.122 Site visits by officers have indicated, during the day parking spaces are readily available along Tollet Street. The number of vacant parking spaces increases towards the northern section of Tollet Street, as you approach the School.
- 7.123 An occupancy survey undertaken by the Council's Parking Services team has indicated that around 19 parking spaces on Tollet Street are used during the day. As such, the loss of on-street capacity is unlikely to cause any significant additional parking stress during the daytime.
- 7.124 However, parking appears to be more of an issue outside the hours controlled by the Control Parking Zone, the most likely explanation being residents returning home from work.
- 7.125 It should be noted that the parking to be lost for the car park is to be replaced with single yellow lines. This is available for parking after the CPZ restrictions no longer apply. This increases the on-street capacity when parking demand is at its greatest in the evening
- 7.126 It should be noted that this would involve an inconvenience to residents who park on single yellow lines as they will be required to remove the cars before 8.30 in the morning before the CPZ is enforced.
- 7.127 Residents have raised this issue and also the separate issue of the inconvenience of having to park in other locations which are not as well lit, resulting in a perceived increase in vehicle crime.
- 7.128 It should be noted any amendments to on-street road markings (including parking restrictions) requires a Traffic Management Order (TMO). This process is separate to the planning process, and is controlled by the parking section. In planning terms the overall reduction in car-parking capacity in the area is acceptable and accords policies 3C.17 and 3C.23 of the London Plan and policies DEV17 and DEV19 of the IPG, which seek to decrease congestion and improve sustainability.
- 7.129 Officer's consider that this issue is finely balanced, and the re-configuration of the road markings is critical to the acceptability of the car-park element of the scheme. This is to ensure that the car-park benefits from adequate visibility splays, and that some on-street parking capacity is re-provided.
- 7.130 Therefore a condition should be imposed on the permission preventing the formation and use of the new car-park until amendments to the road markings have been completed.

#### Cycle Parking Facilities

- 7.131 Policy 3C.22 of the London Plan, saved policy ST30 of the UDP and policies CP40, CP42 and DEV16 of the IPG seek to provide better facilities and a safer environment for

cyclists.

- 7.132 The proposals within the overall development of the school have included additional cycle parking facilities. This results in 22 covered cycle parking stands for 44 cycles to be provided in areas of good visibility and covered in order to actively encouraging pupils and members of staff to use bicycles. Cycle use will be monitored through the School Travel Plan monitoring and if further provision is required additional facilities will be provided within the identified areas.
- 7.133 No detail of the particular layout of the cycle parking has been provided. Therefore a condition of consent is recommended to ensure the layout and security arrangements of the cycle parking areas are acceptable.
- 7.134 With such a condition and the provisions for monitoring to allow for the increase of facilities within the Travel Plan it is considered that the proposed development would generally accord with policy 3C.22 of the London Plan, saved policy ST30 of the Unitary Development Plan and policies CP40, CP42 and DEV16 of the IPG.

#### Deliveries and Servicing

- 7.135 Saved policies ST30 and T16 of the Unitary Development Plan and policy DEV17 of the IPG seek to provide adequate provision for the servicing and operation of developments while minimising the impact on the highway.
- 7.136 As previously stated the proposed development would not significantly increase the capacity of the school beyond the current usage and therefore it is considered that the proposed servicing and deliveries would remain in accordance with the current provisions. The proposed service access will be similar to the existing with the location changed from Massingham Street to a side entrance at the northern end of Tollet Street. This includes general and kitchen deliveries as well as waste collecting vehicles including recycling collections.
- 7.137 The Council's Highways Department have requested that all servicing should take place within the curtilage of the site, should this occur vehicles would be required to exit in forward gear. It is considered that for this to take place the education facilities provided at the school may have to be reduced to accommodate a new location.
- 7.138 Officer's consider this is not appropriate and would conflict with the objectives Policies 3A.18 and 3A.24 of the London Plan 2008 (Consolidated with Alterations since 2004) (London Plan) and policy CP29 of the Interim Planning Guidance 2007 (IPG) which seek to provide appropriate and improved community and educational facilities.
- 7.139 Highways' have suggested a reduction in on-site parking to facilitate waste collection within the school site. However, Officer's consider that the reduction of the 6 on-site parking bays for servicing is likely to create parking overspill onto the highway. The provision of on-site car-parking also attracts teachers to the school and the proposal for on-site servicing would not achieve any net planning benefit.
- 7.140 As the servicing arrangements will remain similar to existing it is considered that the servicing arrangements are acceptable in terms of saved policies ST30 and T16 of the Unitary Development Plan 1998 and policy DEV17 of the IPG.

#### Sight lines/Access

- 7.141 The proposed car park requires measurements of sightlines in order to ensure vehicles leaving the car park do not have an obstructed view.

7.142 The applicant has provided the relevant visibility splays which are in general conformity to the guidance set out in the manual for streets. Given the visibility splays allow views 27m in both directions the visibility splays are considered acceptable.

7.143 It is therefore considered that the proposed development, in terms of sight lines and vehicle access would not cause unacceptable safety concerns to pedestrians or the highway network.

## 8.0 Other Issues

### The location of the school access point and anti social behaviour.

8.1 Local residents have raised concerns regarding anti-social behaviour. Harpley School have decided to make the Pupil Referral Unit the main entrance into the building with separate access for the vulnerable girls unit from Globe Road.

8.2 This has resulted in pupils walking down Tollet Street as the main access route to Mile End Road, causing noise and disturbance. It appears that this did not occur previously as the main access would have been down Globe Road.

8.3 Given the nature of the use, it is considered that there will be some noise disturbance during peak hours but this would be difficult to control via planning. However, the issue of anti social behaviour is a responsibility of the management of the School and if such issues arise the police should be notified.

## 9.0 CONCLUSION

9.1 All other relevant policies and considerations have been taken into account. Planning permission AND Conservation Area Consent should be granted for the reasons set out in the SUMMARY OF MATERIAL PLANNING CONSIDERATIONS and the details of the decision are set out in the RECOMMENDATION at the beginning of this report.

## 10.0 Site Plan