

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 23 rd July 2024	Classification For General Release	
Report of Director of Town Planning & Building Control		Ward(s) involved. Harrow Road	
Subject of Report	Paddington Academy, 50 Maryland's Road, London, W9 2DR		
Proposal	Variation of condition 28 (Details of safe access for pedestrians and cyclists approved on 27.11.2006 under reference 06/07850/ADFULL) of planning permission dated 12th May 2004 (RN:04/00174/OUT) for the Redevelopment of site including the Maryland's Family Centre, WPA Play Facility and Montessori Nursery to provide a new school for 1,175 pupils including works and landscaping. Existing buildings on site removed. (Outline Application). Namely, to vary the Details of safe access for pedestrians and cyclists approved on 27.11.2006 under reference 06/07850/ADFULL to also allow use of secondary access to the school from Oakington Road by two student year groups (around 180 pupils per year group).		
Agent	Ms Sarah Williamson		
On behalf of	Monique Jamera		
Registered Number	23/08450/FULL	Date amended/ completed	February 2023
Date Application Received	5 December 2023		
Historic Building Grade	Unlisted		
Conservation Area	Not applicable		
Neighbourhood Plan	Not applicable		

1. RECOMMENDATION

Refuse permission- detrimental impact on residential amenity.

2. SUMMARY & KEY CONSIDERATIONS

Paddington Academy is home to over 1,200 students aged 11-18 years. The main pedestrian access is from Maryland's Road and a secondary access from Oakington Road provides vehicular access

and separate restricted access to staff, cyclists and a limited number of students with key card entry.

The general use of the Oakington Road entrance took place without permission during the Covid Pandemic and through to 2023, to aid social distancing and which the school states has resulted in a number of benefits to staff and students. The unauthorised use of the Oakington Road entrance was brought to the attention of the City Council's Planning Enforcement Team by residents and has now ceased, pending the outcome of this application.

Permission is sought to use the Oakington Road entrance for more general use by an additional 360 students per day (2 form years – year groups 12 & 13, ages 17-18) at the start and end of the school day, with the applicant citing benefits including to student wellbeing.

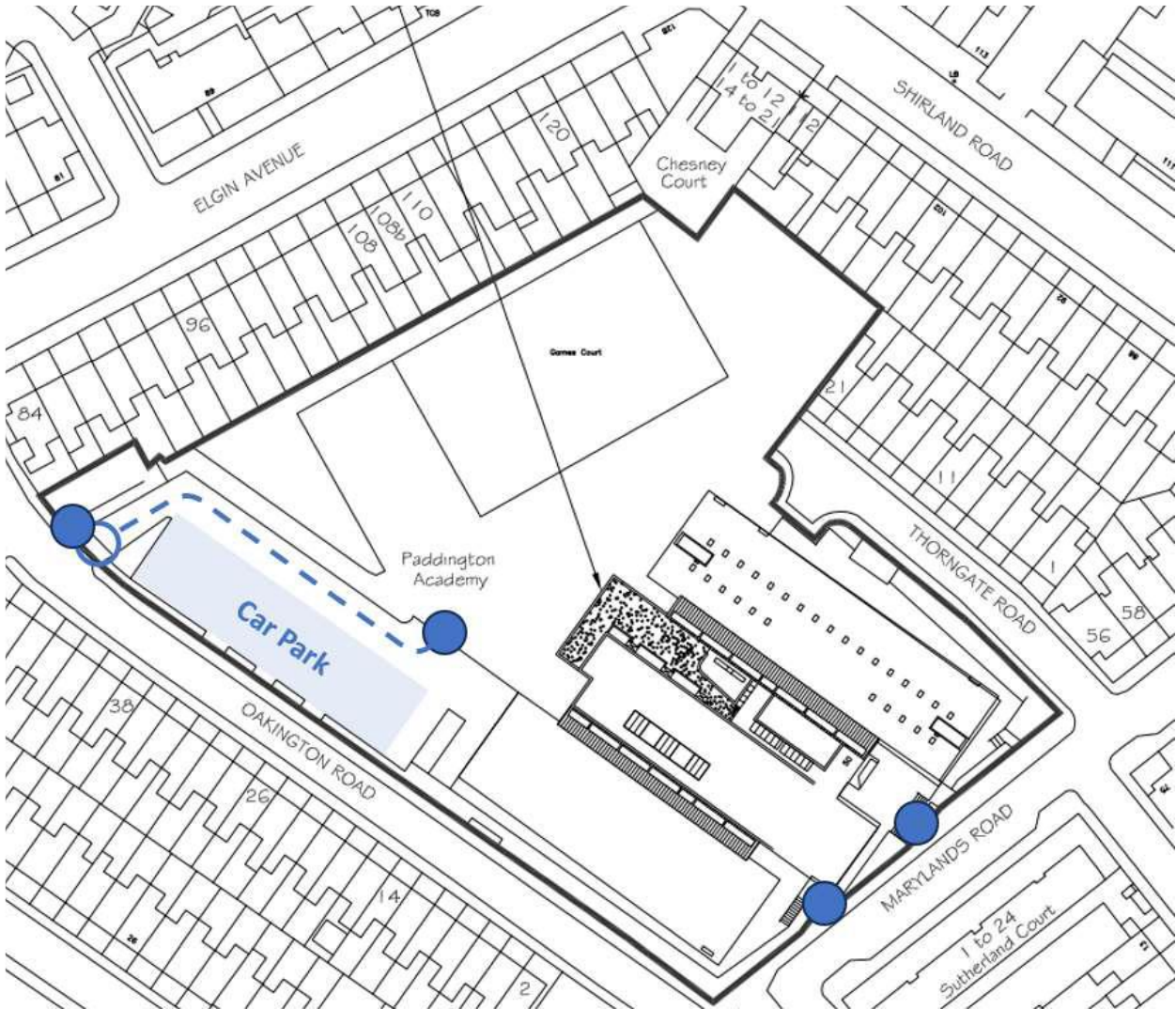
Representations of objections have been received from neighbours of 21 addresses in Oakington Road and Elgin Avenue, on a number of grounds including the principle of the use of the gates, detrimental impact on vehicular and pedestrian highway and highway safety, and the harm to neighbours amenity from noise and disturbance, anti-social behaviour, litter, congestion and general chaos during the use of the gates.

The key considerations in this case are:

- The impact of the proposal in highway safety terms
- The impact of the proposal on the amenity neighbouring residents.

The City Council's Highways Planning Manager is satisfied that the proposal would not result in highway safety issues, such to warrant recommending refusal of the proposal on this ground. However, notwithstanding the limited time use, the general day to day impact of the use of the gates is considered to result in a significant detrimental impact on the amenities of neighbouring residents of Oakington Road and Elgin Avenue. It is not considered that the imposition of conditions would adequately mitigate this regular daily early morning and end of school day impact and the cited benefit to students is not considered to outweigh the loss of residential amenity. Consequently, the application is considered to be contrary to planning policy to protect residents' amenities and is recommended for refusal on amenity grounds.

3. LOCATION PLAN



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4. PHOTOGRAPHS

Photo1:-Paddington Academy:- Oakington Road – Secondary access for vehicular access and restricted access to staff, cyclists and a limited number of students.



Photo2:-Paddington Academy:- Oakington Road – view west along Oakington Road towards Elgin Avenue- Secondary access on right hand side.



Photo 3 :- Paddington Academy – Maryland's Road – Main entrance



Photo 4 :- Paddington Academy – Maryland's Road – Main entrance, as viewed from corner of Sevington Street & Maryland's Road.



Photo 5 :- Paddington Academy – Maryland’s Road – Main entrance, as viewed from corner of Oakington Road and Maryland Road.



5. CONSULTATIONS

5.1 Application Consultations

ORIGINAL CONSULTATION & FULL RE-CONSULTATION (21ST FEBRUARY 2024- Correct description, response to officer queries, response to objections)

HIGHWAYS PLANNING TEAM

No objection.

DESIGNING OUT CRIME

No objection, subject to a robust management plan for managing daily use of the Oakington Road access. Suggest, may be benefit in having a 3-6 month trial period.

PLANNING ENFORCEMENT TEAM

Any response to be reported verbally.

WARD COUNCILLORS FOR HARROW ROAD

Any response to be reported verbally.

MAIDA HILL NEIGHBOURHOOD FORUM

Any response to be reported verbally.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 564

Total No. of replies: 32 from 21 addresses of Oakington Road and Elgine Avenue.

No. of objections: 21

No. in support: 0

PRINCIPLE

- The original planning conditions were established to balance the needs of the school with those of the residents.
- Woolly statements trying to justify proposal
- Staff should find an effective way to use the space at the main entrance on Maryland's Road within the limits of the planning permission agreed when the school was built
- Contrary to the spirit of the original permission.
- Use during the pandemic was a disaster and had a
- Use during the pandemic was understandable
- Maryland's Road is notably wider and better equipped with safety measures.
- Question necessity for use of secondary access.
- Appalled by lack of consideration for communities peace and wellbeing.
- A particular distressing incident occurred on 13.10.2023
- Original application and approval was based on an extensive consultation and resulting in 117 page Paddington Academy Transport Assessment
- Lack of any new design proposal for gate, pavements, signage and traffic management.

AMENITY

- Impact on Privacy & Noise to Oakington Road residents
- Negative impact on the community
- Previous use using Covid brought about disruption to daily lives of residents
- Increased footfall and vehicular movements created unbearable noise levels , traffic congestions and safety hazards.
- School has not adequately considered the impact on residents.
- Children arrive early and crowd on either side of the road, spilling into the street and blocking the pathways
- The location of where the entrance is makes a big difference to where drop offs/pick ups take place.
- Disrespectful behaviour
- Litter
- Increase in noise
- Staff try to manage large massing and queues of students, acting as traffic marshals, blocking traffic due to students in the road, placing trolleys on the pavement and road to collect mobile phones, searching students entering the school, trying the manager parent parking
- Squatting on neighbours properties
- Anti social behaviour
- Frequency of large groups of students hanging out within close proximity of residents houses
- Impact on residents safety
- Teachers shouting at students
- Overwhelmed staff management
- Vandalism
- Disturbance and intimidation
- Impact on pets
- Disregard for residents property (homes, cars)

HIGHWAYS

- Impact on traffic and road safety
- Increased road traffic to Oakington Road & Elgin Avenue
- No proper or traffic or highways assessment conducted to support the proposal.
- Parents & mini cab drivers collecting pupils parked illegally and unsafely at junction of Oakington Road and Elgin Avenue, making Elgin Avenue exit dangerous at drop off and pick up times.
- Staff and marshals unable to prevent illegal parking.
- Use of Oakington Road gate is a serious traffic hazard
- Large numbers of children congregate outside the entrance/exit spilled into the road and sometimes pushing each other into the road
- The Maryland's Road entrance/exit was developed with the benefit of traffic, highways and police assessments
- Oakington Road has only a small area of pavement outside it, making it unsuitable for the entrance and exit of large number of pupils.
- Oakington Road is one-way and drop offs/pick ups just block the road, meaning residents can't get out.
- Impact on safety of students

- Marshalling children along a public pavement next to a busy intersection is unsafe.
- Oakington Road entrance very close to busy Elgin Avenue
- Parents double park
- Honking of car horns because of cars blocking the road
- Road safety risk
- Morning and afternoon congestion
- Traffic chaos
- Lack of travel plan to support the proposal

OTHER

- The school made use of the gates without permission for months
- Lack of community engagement
- Waste of tax payers money
- School has not been communicative or consultative.
- Problems with the City Council's warehouse
- Attempts to communicate with the Academy met with silence

PRESS NOTICE/ SITE NOTICE:

Yes

5.2 Applicant's Pre-Application Community Engagement

The applicant has not submitted a statement of community engagement and local residents claim that community engagement has not taken place, which appears to be the case. The applicant has stated that "the school has not met personally with local residents, in part as comments were raised during Covid when active restrictions were in place...however the school has always responded via email and have spoken with residents outside the Oakington Road gate.

The applicant has identified that the scheme has been revised in the following way in response to views and representations expressed during the course of the application:

"In response to the objecting comments, the school has suggested that the 6th Form, comprising Years 12 and 13 would use the Oakington Road entrance. This would minimise any potential impact as these are the smallest year groups and are the most likely to travel to school on their own."

6. WESTMINSTER'S DEVELOPMENT PLAN

6.1 City Plan 2019-2040 & London Plan

The City Plan 2019-2040 was adopted at Full Council on 21 April 2021. The policies in the City Plan 2019-2040 are consistent with national policy as set out in the National Planning Policy Framework (NPPF) (December 2023) and should be afforded full weight in accordance with paragraph 225 of the NPPF. Therefore, in accordance with Section 38 of the Planning and Compulsory Purchase Act 2004, it comprises the development plan for Westminster in combination with the London Plan, which was adopted by the Mayor of London in March 2021 and, where relevant, neighbourhood plans covering

specific parts of the city (see further details in Section 6.2).

As set out in Section 38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 47 of the NPPF, the application must be determined in accordance with the development plan, unless material considerations indicate otherwise.

6.2 City Plan Partial Review

The council published its draft City Plan Partial Review for consultation under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 on 14 March 2024. The consultation closed on 9 May 2024. The Partial Review includes updated policies for affordable housing, retrofitting and site allocations.

An emerging local plan is not included within the definition of “development plan” within s.38 of the Planning and Compulsory Purchase Act 2004. However, paragraph 48 of the NPPF provides that a local authority may give weight to relevant policies in emerging plans according to:

- the stage of preparation of the emerging plan (the more advanced its preparation, the greater the weight that may be given);
- the extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- the degree of consistency of the relevant policies in the emerging plan to this Framework (the closer the policies in the plan to the policies in the Framework, the greater the weight that may be given).

Footnote 22 to paragraph 48 states that during the transitional period for emerging plans consistency should be tested against the version of the Framework, as applicable, as set out in Annex 1 (paragraph 230). This means that the consistency of the policies in the City Plan Partial Review must be tested for consistency for the purposes of paragraph 48(c) against the September 2023 version of the NPPF.

Accordingly, at the current time, as the Partial Review of the City Plan remains at a pre-submission stage, the policies within it will generally attract limited if any weight at all.

6.3 Neighbourhood Planning

The application site is not located within an area covered by a Neighbourhood Plan.

6.4 National Policy & Guidance

The City Plan 2019-2040 policies referred to in the consideration of this application have been examined and have been found to be sound in accordance with tests set out in Paragraph 35 of the NPPF. They are considered to remain consistent with the policies in the NPPF (December 2023) unless stated otherwise.

7. BACKGROUND INFORMATION

7.1 The Application Site

Paddington Academy is an Academy school for around 1,200 pupils which has built under permission granted in May 2006. The site comprises a school building, rear car park and floodlit sports pitches. Its main entrance is from Maryland's Road (stepped and accessible ramped entries) with secondary restricted access (single gate- card reader controlled for staff, cyclists and a limited number of students and separate vehicular access from Oakington Road (mechanically operated from the main building reception from intercom and access controlled pre-programmed card).

Paddington Academy was purposely built in with the main entrance on Maryland's Road designed with the following features and characteristics of location:-

- Two entrance gates:-stepped and accessible ramped entry into the site.
- A large area between the boundary gates and the entrance to the building.
- Wide pavement outside the school boundary.
- Great distance to residents on the opposite side of the road.
- Use of the secondary access by students was restricted.
- Separate controlled vehicular access from Oakington Road.
- Traffic improvements were subsequently carried out in accordance with details approved as part of the original planning permission for the development of the site as Paddington Academy (see history section of report).

It is completely surrounded by residential properties. The rear gardens of Elgin Avenue properties and some Shirland Road properties directly back onto the boundary with the Academy's sport pitches/ playground area and some properties on Elgin Avenue back on to the secondary restricted access route into the school. Properties on Oakington Road, Maryland's Road and Thorngate Road face the school building on the opposite side of the road.

7.2 Recent Relevant History

Redevelopment of site including the Maryland's Family Centre, WPA Play Facility and Montessori Nursery to provide a new school for 1,175 pupils including works and landscaping. Existing buildings on site removed. (Outline Application). 04/00174/OUT Application Permitted 12 May 2004

Subsequent various reserved matters approved.

Approval was granted on 04.08.2006 for Details of travel plan pursuant to Condition 26 of outline planning permission dated 12 May 2004 (RN: 04/00174).(05/10389/ADFULL).

Approval was granted on 27.04.2006 for Details of traffic improvements pursuant to Condition 27 of outline planning permission dated 12 May 2004 (RN: 04/00174). Including entry treatments at Maryland's Road (east and west), Oakington Road, Sevington Street and Surrendale Place to reduce vehicle speeds; Implementation of a one way system on Maryland's Road to Oakington Road, most part of Oakington Road, Surrendale Place, Maryland's East and Sevington Street. Alterations to the carriageway

to ensure the one-way system functions including loss of on street parking spaces; Pedestrian island on Shirland Road and associated works e.g. signage and changes to restrictions.(05/10390/ADFULL).

Approval was granted on 27.11.2006 for Details of safe access for pedestrians and cyclists pursuant to Condition 28 of outline planning permission dated 12 May 2004 (RN: 04/00174).(06/07850/ADFULL)

Erection of single storey extension over second floor roof terrace formed behind existing parapet facing into school playground. (09/09242/FULL)
Application permitted 11.01.2010

Erection of extension over existing second floor roof terrace with associated alterations to elevations. (13/07079/FULL)
Application permitted 14.10.2013

8. THE PROPOSAL

Planning permission is sought by Paddington Academy to allow use of the restricted secondary access to the school from Oakington Road by two student year groups (around 180 pupils per year group) 360 + students. The applicant has suggested that secondary access could be used by year groups 12 & 13 (Age 17-18). The year groups have separate entrance times which are approximately 10 minutes long. The proposal would result in the secondary gate being used between 8.15 and 8.25/ 8.30am and 3.25 and 3.40pm (earlier exit time of 2.50-3.05pm on Fridays). The gate is proposed to be closed and locked outside of those times. As proposed, key card use would no longer be in operation and the gate locked and only unlocked by staff and monitored while open.

Table1: Proposed Access details

Year Group	Age Range	No. of Students	Arrival Window	
Main Gate				
11	15-16	184	7:55am	8:00am
7	11-12	184	8:15am	8:20am
10	14-15	187	8:20am	8:25am
12	16-18	171	8:25am	8:30am
13	17-18	162		
Secondary Gate/Ramped Access				
8	12-13	180	8:15am	8:20am
9	13-14	180	8:20am	8:25am

NB/ Application has subsequently advised that Year Groups 12 & 13 (older students) would use the secondary gate.

The application has advised of the following operations/measures:

- A staff member would monitor access and egress when the gate is open to ensure the safety of students and orderly movement through the gate.
- There is no set queuing system. The children naturally seem to line up against the fence while waiting to enter.

- An equipment check is carried out each day on entrance into the. The staff will notify the children who are waiting to enter the school site to get their equipment ready and the equipment will then be checked as they enter the gate.
- Litter management:-The school's site team remove litter around the perimeter of the academy. Westminster City Council provide street bins and street cleaning services.
- The school's 'Our Community - 5 Expectations of Students' that is communicated to the students are that they:
 1. Move safely: Always walk on the pavements and use crossings safely.
 2. Move quickly: Move with pace and purpose directly home.
 3. Respect others: Do not use inappropriate language or physical contact and do not raise your voice above speaking volume.
 4. Respect the property of others: Do not lean on cars or walls, enter private property, disturb local businesses, or drop litter.
 5. Represent Paddington with Pride: Wear uniform correctly and be polite and kind to everyone.

The applicant has cited the following benefits of the proposal:-

- More orderly, manageable and safe entry and exit to the school for the students.
- Students have a more personalised welcome to the school site as they are able to enter in smaller groups, allowing staff to greet each child, supporting the individual student's mental health by reducing anxiety as they enter.
- Using two entry points to the school site supports scanning, screening and searches in the morning which is a particularly relevant contextual safeguarding risk for the students at the school.
- The smaller group access allows for staff to conduct an equipment check in the playground before students enter the school building so that any issues can be resolved, and all students are ready to learn when they arrive at their lessons.
- On Mondays, the more general use of the access supports the whole school line-up process which allows students to hear key messages for the day/week ahead and feedback which is designed to help drive their success as students.
- The more general use of the access provides younger students with a safe, calm and quieter place to meet their parents/siblings at the end of the school day which is well staffed to ensure the safety of students when leaving the school site.
- The academy is significantly above the national average in regard to attendance. The more general use of the access supports this as the students enter calmly each day and the pastoral team is able to easily identify students who are absent and put in place support to get the student into school as soon as possible. This is only possible when managing a smaller flow of students through each gate and this supports our safeguarding arrangements too.

9. DETAILED CONSIDERATIONS

9.1 Land Use

Following planning permission in 2006, Paddington Academy was created, providing a new purpose built school for students aged 11-18 year old. Its main entrance is from Maryland's Road with secondary restricted access (for staff, cyclists and a limited number of students from Oakington Road).

The general use of the Oakington Road entrance (3 form years) took place without permission during the Covid Pandemic and through to 2023, to aid social distancing and which the school states has resulted in a number of benefits to staff and students (as set out above under proposal). The unauthorised use of the Oakington Road entrance was brought to the attention of the City Council's Planning Enforcement Team by residents and has now ceased, pending the outcome of this application.

The proposal for the use of 2 form years to use the secondary access for both access and egress to the school site does not impact on the lawful use of the site for educational purposes by Paddington Academy. The numbers of students and staff associated with the school will not change as a result of this application and no physical alterations are proposed. As such the proposal does not raise land use issues.

Since its construction in 2006 until the Covid Pandemic, Paddington Academy had operated in accordance with the original planning permission, that being the use of the main entrance on Maryland's Road as the primary access for students and the use of the restricted secondary access in line with details approved under condition 28 (by staff, cyclists and a limited number of students via a controlled access). As such, the outcome of this application, does not preclude the continued use of Paddington Academy.

The Academy is an important provision of education and the best possible way of providing that is supported in principle. Whilst supportive of measures to improve educational facilities under policy 17 Community Infrastructure and facilities and 18 Education and skills, this must be balanced with the impact of any such measures on the amenity of the residential community which surrounds the site.

9.2 Environment & Sustainability

Not applicable

9.3 Biodiversity & Greening

Not applicable

9.4 Townscape, Design & Heritage Impact

Not applicable

9.5 Residential Amenity

The main School entrance on Maryland's Road is the predominant access and egress for the 1200 students at the start and end of the school day. The Secondary entrance to the school on Oakington Road, is currently restricted to use by for staff, cyclists and a limited number of students via a controlled access. The proposal seeks to allow around 360 additional students to access and egress the school from the secondary access on a daily basis, therefore requires assessment as to how this would impact on the amenity of surrounding residents.

The nature of the activities associated with the school, is that large numbers of students arrive and leave within an intense short period of time. The proposal would result in 360 students arriving at the single school gate on Oakington Road for entry between 8.15-8.25am (and all leaving at the same time at the end of the school day).

Given the unauthorised use that took place during the Covid pandemic, the impact of the proposal has already been experienced by residents. Representations of objection have been received from over 20 addresses in Oakington Road and Elgin Avenue, on grounds including the principle, highways and amenity. In amenity terms, residents state that they have experienced among other things, noise, disturbance, litter, congestion (road and pavement), anti-social behaviour, litter and general chaos when the Oakington Road gate was in use. Some of the representations have been supported by photographs. In contrast, the applicant maintains, that an expanded use, as practiced during Covid and through most of 2023, did not have an unacceptable additional impact on noise levels or traffic around the school. In response to officers' request for comments on residents photographs the application advised-

"The circumstances on the day (date and time) that several residents photographs were taken of the Oakington Road gates and cars and students blocking the road. The school are unable to answer which date or time the individual pictures were taken. In the school's experience the type of congestion which is shown in the photos may have been caused by a parent mistakenly entering at Elgin Road, then making the necessary three-point turn to exit, pausing traffic movement on Oakington Road. Other traffic issues typically result from parents committing traffic infractions, such as attempts to double park. In order to mitigate these issues and in addition to communication with the school community, school staff and Westminster Traffic Control are present at these times to try to resolve the infractions as they happen. However, it should also be noted that there are many days when the traffic flows smoothly and there are no issues".

It is considered that the proposal for the use of the Oakington Road gate by large numbers of students arriving and departing at specific condensed times, can only have an impact on the amenity of surrounding residents. However, the consideration is whether this impact is unacceptable. Given the large number of students proposed to use the narrow single gate, the intensity of arrival (360 students arriving within a 10 min window), and departure times and associated activities (waiting around, queuing for access through the gate for daily equipment checks etc), together with the specific location and context of Oakington Road, which is a more narrow pavement and road and tighter relationship than that on Maryland's Road, it is considered that the proposal would adversely impact on the amenities of surrounding residents by way of noise, disturbance, congestion (road and pavement), anti-social behaviour, litter and general chaos. This is exacerbated by the times that this occurs, particularly the early morning, when residents themselves are starting their day. Consequently, the proposal is considered to be unacceptable in amenity terms and condition to policies 7 & 33 of the City Plan.

It is considered that the main, purpose built entrance on Maryland's Road is much better equipped to deal with large numbers of students.

Whilst the applicant has stated that the main entrance is problematic due to the physical characteristics of the building (large numbers of students and narrow corridors which get congested), this is not considered to be a reason to allow a proposal which would be unneighbourly and detrimental to resident's amenity.

Whilst the applicant has stated that the previous school (Paddington Lower School) which sat on the site prior to the 2006 redevelopment as Paddington Academy, had an entrance from Oakington Road, this is not relevant to the current site occupied by Paddington Academy under a purpose build development.

The Designing Out Crime Officer has not raised objection, subject to requiring a robust management plan and has suggested a 3-6 month trial period. However, given the use of the Oakington Road gate has already been experienced through the unauthorised use, a trial period is not considered to be beneficial.

9.6 **Transportation, Accessibility & Servicing**

Access

The main pedestrian entrance to the site is from Maryland's Road (stepped and accessible ramped entries) with secondary restricted access (single gate- card reader controlled for staff, cyclists and a limited number of students from Oakington Road).

Vehicular access to the carpark and for servicing is from access controlled double gates via Oakington Road (mechanically operated from the main building reception from intercom and access controlled pre-programmed card). The applicant has advised that the car park entrance gate is unlocked from 6.00am on school days and the busiest time is from 7:00 -8:30 am. Staff are required to be on site from 8:15 am and so the majority of the arriving traffic movement is until then, with a few non-teaching staff arriving later. Many staff travel by public transport and use the gates on Maryland's Road to enter the site. Deliveries are not permitted until 7.30 am. They occur throughout the day, but are sporadic. In the late afternoon and evening the departure of staff is spread across the evening dependent on staff working patterns, events in school etc.

Oakington Road is one-way for vehicular access travelling east -west, until it changes to 2-way at the point of the vehicular access to the school, to allow vehicular access to the school site from Elgin Avenue.

Highway Impact

The applicant has not submitted a transport assessment or a travel plan in support of the proposal. The applicant has confirmed that the school travel plan has not been updated recently, but the school is currently looking to update it.

The applicant has however stated that procedures are in place to seek to mitigate problems associated with students being dropped off by vehicle:-

"Westminster Traffic Control and school staff members are aware that some parents attempt to double park while dropping off or picking up children and will ask them to move along when spotted."

The school is not aware of any other problems associated with students being dropped off by vehicle. The school encourages the students to use sustainable methods of transport and the majority of students reach the site by walking, as the student catchment area is quite small or taking public transport, with a small number cycling”.

A number of the representations of objection received have cited concerns with respect to traffic and road safety, including increased road traffic to Oakington Road & Elgin Avenue, lack of a proper traffic or highways assessment, illegal and unsafe parking and traffic chaos.

Notwithstanding these objections, the City Council’s Highways planning Manager has advised that the use of the secondary pedestrian entrance on Oakington Road by around an additional 360 students each day for access and egress would not have a significantly adverse impact on highway safety or operation. And furthermore, that during the unauthorised use of the secondary entrance during the Covid pandemic, no record of highway safety issues was recorded. They suggest that an Operational Management plan would be welcomed. Consequently, there is no reason to withhold permission on highway safety grounds under policy 25 walking and cycling.

9.7 Economy including Employment & Skills

Not applicable.

9.8 Other Considerations

None.

9.9 Environmental Impact Assessment

The proposed development is not of sufficient scale or impact to require an Environmental Impact Assessment.

9.10 Planning Obligations & Pre-Commencement Conditions

Planning obligations are not relevant in the determination of this application.

9.11 Assessment of Planning Balance

Not applicable.

10. Conclusion

Whilst the cited benefits to the Academy and its students have been taken into account, the harm to the amenity of local residents from the proposed intensity of the activity associated with the use of the Oakington Road gate, given its specific location and context, is considered to be unacceptable and the benefits to the school are not considered to outweigh this harm to residential amenity.

This report has considered the material planning issues associated with the proposed development in conjunction with all relevant national, regional and local planning policy, and

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having regard to this assessment, it has found that the proposed development is unacceptable.

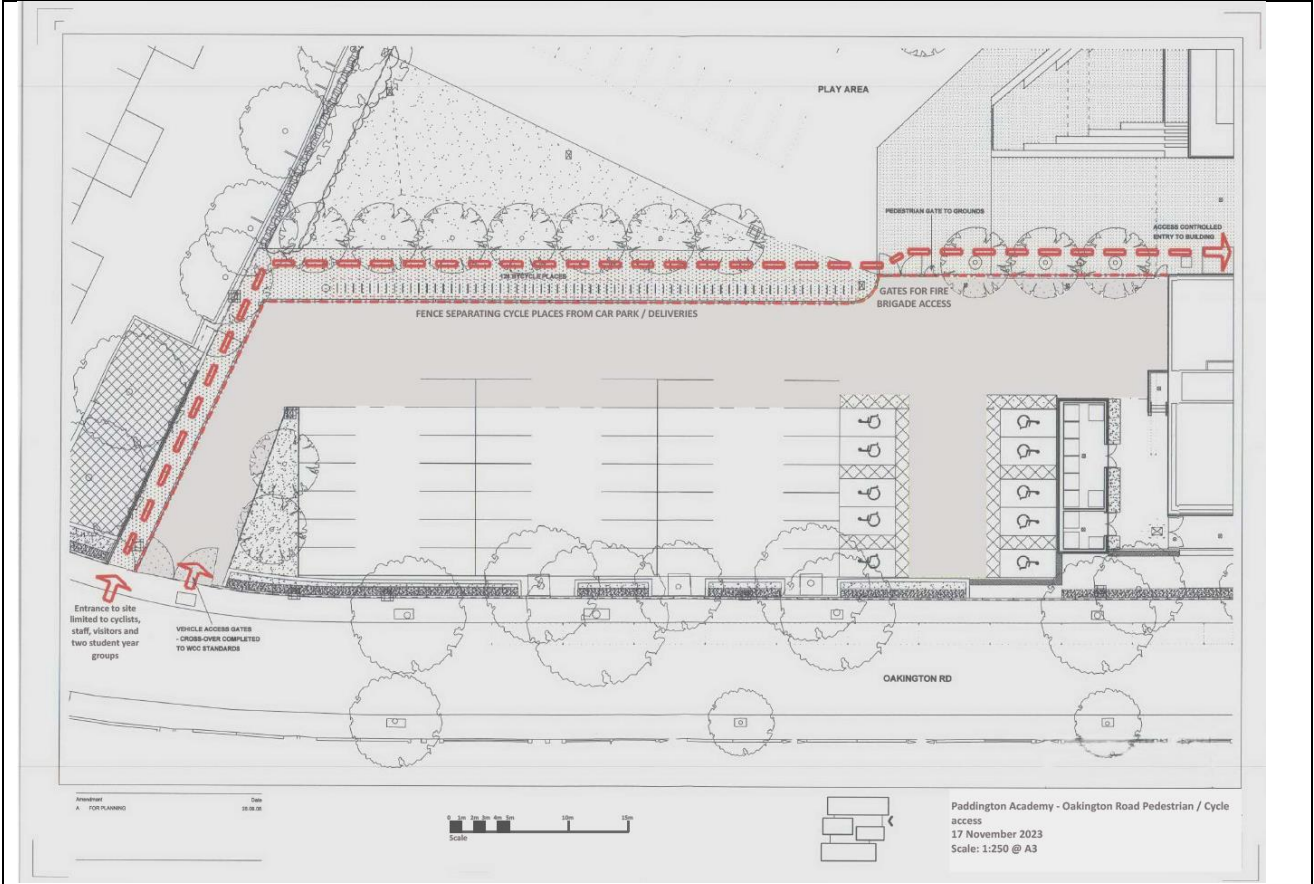
(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: KIMBERLEY DAVIES BY EMAIL AT: KDAVIES1@WESTMINSTER.GOV.UK

11. KEY DRAWINGS



Aerial site plan



Proposed plan

DRAFT DECISION LETTER

Address: Paddington Academy, 50 Maryland's Road, London, W9 2DR

Proposal: Variation of condition 28 (Details of safe access for pedestrians and cyclists approved on 27.11.2006 under reference 06/07850/ADFULL) of planning permission dated 12th May 2004 (RN:04/00174/OUT) for the Redevelopment of site including the Maryland's Family Centre, WPA Play Facility and Montessori Nursery to provide a new school for 1,175 pupils including works and landscaping. Existing buildings on site removed. (Outline Application). Namely, to vary the Details of safe access for pedestrians and cyclists approved on 27.11.2006 under reference 06/07850/ADFULL to also allow use of secondary access to the school from Oakington Road by two student year groups (around 180 pupils per year group).

Reference: 23/08450/FULL

Plan Nos: Oakington Road Pedestrian Cycle Access Plan 17.11.2023, Planning Statement November 2023 , Agent Email 15.01.2024, Ingleton Wood (Agent) Letter 20.02.2024, ,

Case Officer: Sarah Whitnall

Direct Tel. No. 020 7641
07866036375

Recommended Condition(s) and Reason(s)**Reason:**

The proposed use of the Oakington Road gate by large numbers of students arriving and departing at specific condensed times, given the large number of students proposed to use the narrow single gate, the intensity of arrival (360 students arriving within a 10 minute window), and departure times and associated activities (waiting around, queuing for access through the gate etc), would adversely impact on the amenities of surrounding residents by way of noise, disturbance, congestion (road and pavement), anti-social behaviour, litter and general chaos. This is exacerbated by the times that this occurs, particularly the early morning, when residents themselves are starting their day. This is detrimental to the amenity of residents of Oakington Road and Elgin Avenue and local environmental quality, contrary to Policy 7 and 33 of the City Plan 2019 - 2040 (April 2021).,

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.