



Planning Committee

Wednesday 9 March 2016 at 7.00 pm

Conference Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Marquis (Chair)
Agha (Vice-Chair)
S Choudhary
Colacicco
Ezeajughi
Mahmood
Maurice
M Patel

Substitute Members

Councillors:

Chohan, A Choudry, Hoda-Benn, Hylton, Khan
and W Mitchell Murray

Councillors

Colwill and Kansagra

For further information contact: Joe Kwateng, Democratic Services Officer
020 8937 1354; joe.kwateng@brent.gov.uk

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:

democracy.brent.gov.uk

The press and public are welcome to attend this meeting

Members' briefing will take place at 6.00pm in Boardrooms 7 and 8

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. Declarations of personal and prejudicial interests Members are invited to declare at this stage of the meeting, any relevant financial or other interest in the items on this agenda.		
2. Minutes of the previous meetings (to follow)		
Extract of Planning Code of Practice		
SOUTHERN AREA		
3. Moberly Sports Centre, Kilburn Lane, North Kensington, London, W10 4AH (Ref.15/4226)	Queens Park	5 - 26
4. Land at the Junction of Brondesbury Park & Christchurch Avenue Christchurch Avenue, London (Ref.16/0169)	Brondesbury Park	27 - 48
5. College of North West London, Priory Park Road, London, NW6 7UJ (Ref.15/0406)	Kilburn	49 - 60
6. Land East of Victoria Centre, Acton Lane, London (Ref.15/4496)	Stonebridge	61 - 86
7. Community Centre, Crystal House, 2 Agate Close, London, NW10 7FJ (Ref.15/4559)	Stonebridge	87 - 102
NORTHERN AREA		
8. 280 Ealing Road, Wembley, HA0 4LL (Ref. 15/5425)	Wembley Central	103 - 114
9. Yellow Car Park, Fulton Road, Wembley (Ref.15/5394)	Tokyngton	115 - 150
10. Byron Court Primary School, Spencer Road, Wembley, HA0 3SF (Ref.15/4523)	Northwick Park	151 - 214
11. Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX (Ref.15/5240)	Kenton	215 - 250
12. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 64.		

Site Visit - 5 March 2016

SITE VISITS – SATURDAY 5 MARCH 2016

Members are reminded that the coach leaves the Civic Centre at 9.30am

REF.	ADDRESS	ITEM	WARD	TIME	PAGE
15/5394	Yellow Car Park, Fulton Road, Wembley	9	Tokyngham	9:30	115-150
15/4523	Byron Court Primary School, Spencer Road, Wembley, HA0 3SF	10	Sudbury	10:00	151-214
15/5240	Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX	11	Kenton	10:45	215-250
16/0169	Land at the Junction of Brondesbury Park & Christchurch Ave, Christchurch Avenue, London	4	Brondesbury Park	11.30	27-48
15/0406	College of North West London, Priory Park Road, London, NW6 7UJ	5	Kilburn	12:00	49-60
15/4496	Land East of Victoria Centre, Acton Lane, London	6	Stonebridge	12:30	61-86
15/4559	Community Centre, Crystal House, 2 Agate Close, London, NW10 7FJ	7	Stonebridge	12:45	87-102

Date of the next meeting: Wednesday 6 April 2016

The site visits for that meeting will take place the preceding Saturday 2 April 2016 at 9.30am when the coach leaves the Civic Centre.



Please remember to switch your mobile phone to silent during the meeting.

- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.

This page is intentionally left blank

EXTRACT OF THE PLANNING CODE OF PRACTICE

Purpose of this Code

The Planning Code of Practice has been adopted by Brent Council to regulate the performance of its planning function. Its major objectives are to guide Members and officers of the Council in dealing with planning related matters and to inform potential developers and the public generally of the standards adopted by the Council in the exercise of its planning powers. The Planning Code of Practice is in addition to the Brent Members Code of Conduct adopted by the Council under the provisions of the Local Government Act 2000. The provisions of this code are designed to ensure that planning decisions are taken on proper planning grounds, are applied in a consistent and open manner and that Members making such decisions are, and are perceived as being, accountable for those decisions. Extracts from the Code and the Standing Orders are reproduced below as a reminder of their content.

Accountability and Interests

4. If an approach is made to a Member of the Planning Committee from an applicant or agent or other interested party in relation to a particular planning application or any matter which may give rise to a planning application, the Member shall:
 - a) inform the person making such an approach that such matters should be addressed to officers or to Members who are not Members of the Planning Committee;
 - b) disclose the fact and nature of such an approach at any meeting of the Planning Committee where the planning application or matter in question is considered.
7. If the Chair decides to allow a non-member of the Committee to speak, the non-member shall state the reason for wishing to speak. Such a Member shall disclose the fact he/she has been in contact with the applicant, agent or interested party if this be the case.
8. When the circumstances of any elected Member are such that they have
 - (i) a personal interest in any planning application or other matter, then the Member, if present, shall declare a personal interest at any meeting where the particular application or other matter is considered, and if the interest is also a prejudicial interest shall withdraw from the room where the meeting is being held and not take part in the discussion or vote on the application or other matter.
11. If any Member of the Council requests a Site Visit, prior to the debate at Planning Committee, their name shall be recorded. They shall provide and a

record kept of, their reason for the request and whether or not they have been approached concerning the application or other matter and if so, by whom.

Meetings of the Planning Committee

24. If the Planning Committee wishes to grant planning permission contrary to officers' recommendation the application shall be deferred to the next meeting of the Committee for further consideration. Following a resolution of "minded to grant contrary to the officers' recommendation", the Chair shall put to the meeting for approval a statement of why the officers recommendation for refusal should be overturned, which, when approved, shall then be formally recorded in the minutes. When a planning application has been deferred, following a resolution of "minded to grant contrary to the officers' recommendation", then at the subsequent meeting the responsible officer shall have the opportunity to respond both in a further written report and orally to the reasons formulated by the Committee for granting permission. If the Planning Committee is still of the same view, then it shall again consider its reasons for granting permission, and a summary of the planning reasons for that decision shall be given, which reasons shall then be formally recorded in the Minutes of the meeting.
25. When the Planning Committee vote to refuse an application contrary to the recommendation of officers, the Chair shall put to the meeting for approval a statement of the planning reasons for refusal of the application, which if approved shall be entered into the Minutes of that meeting. Where the reason for refusal proposed by the Chair is not approved by the meeting, or where in the Chair's view it is not then possible to formulate planning reasons for refusal, the application shall be deferred for further consideration at the next meeting of the Committee. At the next meeting of the Committee the application shall be accompanied by a further written report from officers, in which the officers shall advise on possible planning reasons for refusal and the evidence that would be available to substantiate those reasons. If the Committee is still of the same view then it shall again consider its reasons for refusing permission which shall be recorded in the Minutes of the Meeting.
29. The Minutes of the Planning Committee shall record the names of those voting in favour, against or abstaining:
 - (i) on any resolution of "Minded to Grant or minded to refuse contrary to Officers Recommendation";
 - (ii) on any approval or refusal of an application referred to a subsequent meeting following such a resolution.

STANDING ORDER 62 SPEAKING RIGHTS OF THE PLANNING COMMITTEE

- (a) At meetings of the Planning Committee when reports are being considered on applications for planning permission any member of the public other than the applicant or his agent or representative who wishes to object to or support the grant of permission or support or oppose the imposition of conditions may do

so for a maximum of 2 minutes. Where more than one person wishes to speak on the same application the Chair shall have the discretion to limit the number of speakers to no more than 2 people and in so doing will seek to give priority to occupiers nearest to the application site or representing a group of people or to one objector and one supporter if there are both. In addition (and after hearing any members of the public who wish to speak) the applicant (or one person on the applicant's behalf) may speak to the Committee for a maximum of 3 minutes. In respect of both members of the public and applicants the Chair and members of the sub-committee may ask them questions after they have spoken.

- (b) Persons wishing to speak to the Committee shall give notice to the Democratic Services Manager or his representatives prior to the commencement of the meeting. Normally such notice shall be given 24 hours before the commencement of the meeting. At the meeting the Chair shall call out the address of the application when it is reached and only if the applicant (or representative) and/or members of the public are present and then signify a desire to speak shall such persons be called to speak.
- (c) In the event that all persons present at the meeting who have indicated that they wish to speak on any matter under consideration indicate that they agree with the officers recommendations and if the members then indicate that they are minded to agree the officers recommendation in full without further debate the Chair may dispense with the calling member of the public to speak on that matter.

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 9 March, 2016
Item No 04
Case Number 15/4226

SITE INFORMATION

RECEIVED: 30 September, 2015

WARD: Queens Park

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: Moberly Sports Centre, Kilburn Lane, North Kensington, London, W10 4AH

PROPOSAL: Details pursuant to condition 17 (Construction Logistics Plan) relating to planning application reference 13/3682 dated 04/02/2015 for full planning permission sought for demolition of all existing buildings and erection of a part 7/part 6/part 5/part 4-storey building with 9293sqm of Sports and Leisure Centre (Use Class D2), 56 flats (22 x 1-bed, 34 x 2-bed) and 240sqm of retail floor space (Use Class A1/A2/A3) and erection of 15 terraced townhouses (15 x 4-bed) with associated car and cycle parking and landscaping and subject to a Deed of Agreement dated 02 February 2015 under Section 106 of the Town and Country Planning Act 1990, as amended

APPLICANT: City of Westminster Sports, Leisure and Wellbeing and Willmott Dixon Regen Ltd

CONTACT: Daniel Watney

PLAN NO'S: Construction Management Plan
Appendix A: Logistics Drawings SL1-5 rev 07
Appendix B: Traffic and Pedestrian Management drawings G577 TMP1-6 rev 02
Appendix C: Willmott Dixon Fleet Operators Recognition Scheme statement
Appendix D: Willmott Dixon Occupational Health and Safety Management System register of forms
Appendix E: Robert West Drawing 3141 001 C 100 P3: Proposed off-site delivery system
Appendix F: Robert West drawing: Construction vehicle routing
Appendix G: Robert West drawing: Construction vehicle routing - local road network
Appendix H: Delivery schedule

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124302

[When viewing this as a Hard Copy](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/4226" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

Site address: Moberly Sports Centre, Kilburn Lane, North Kensington, London, W10 4AH

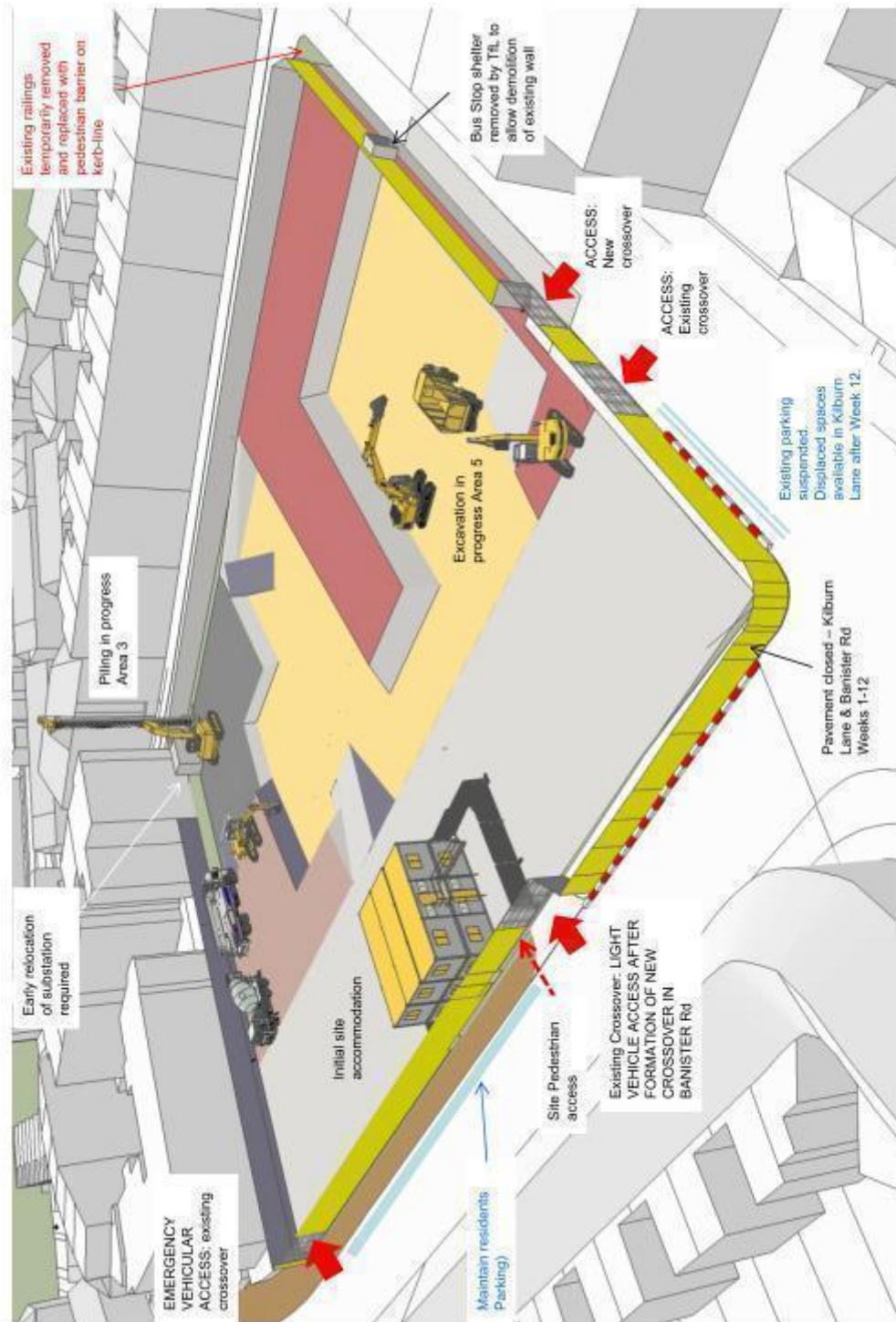
© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

Appendix A: Logistics Drawings G577 SL1-5 rev 07

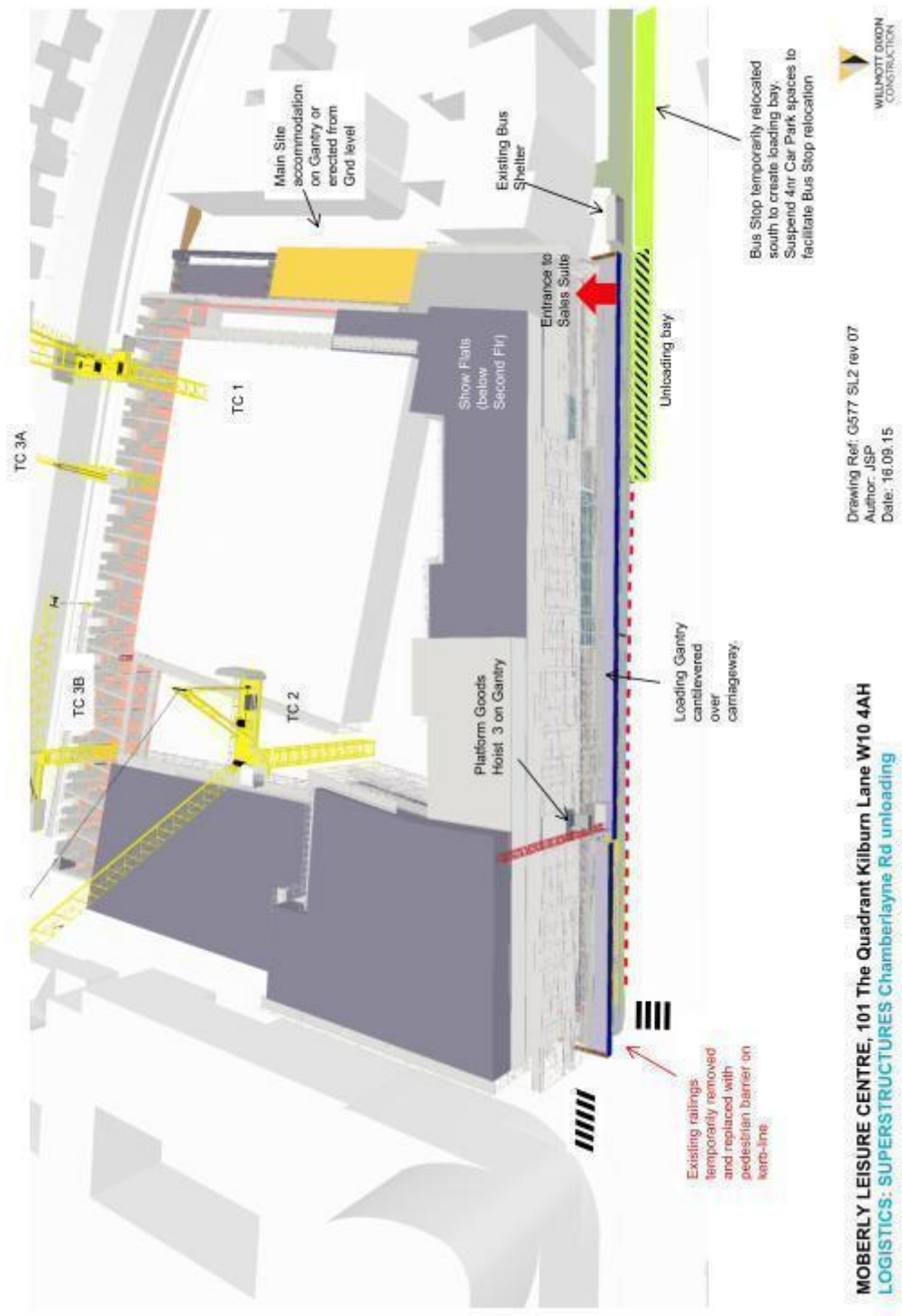


MOBERLY LEISURE CENTRE, 101 The Quadrant Kilburn Lane W10 4AH
LOGISTICS: DEMOLITIONS / SUBSTRUCTURES
 Substructures Weeks 12-30

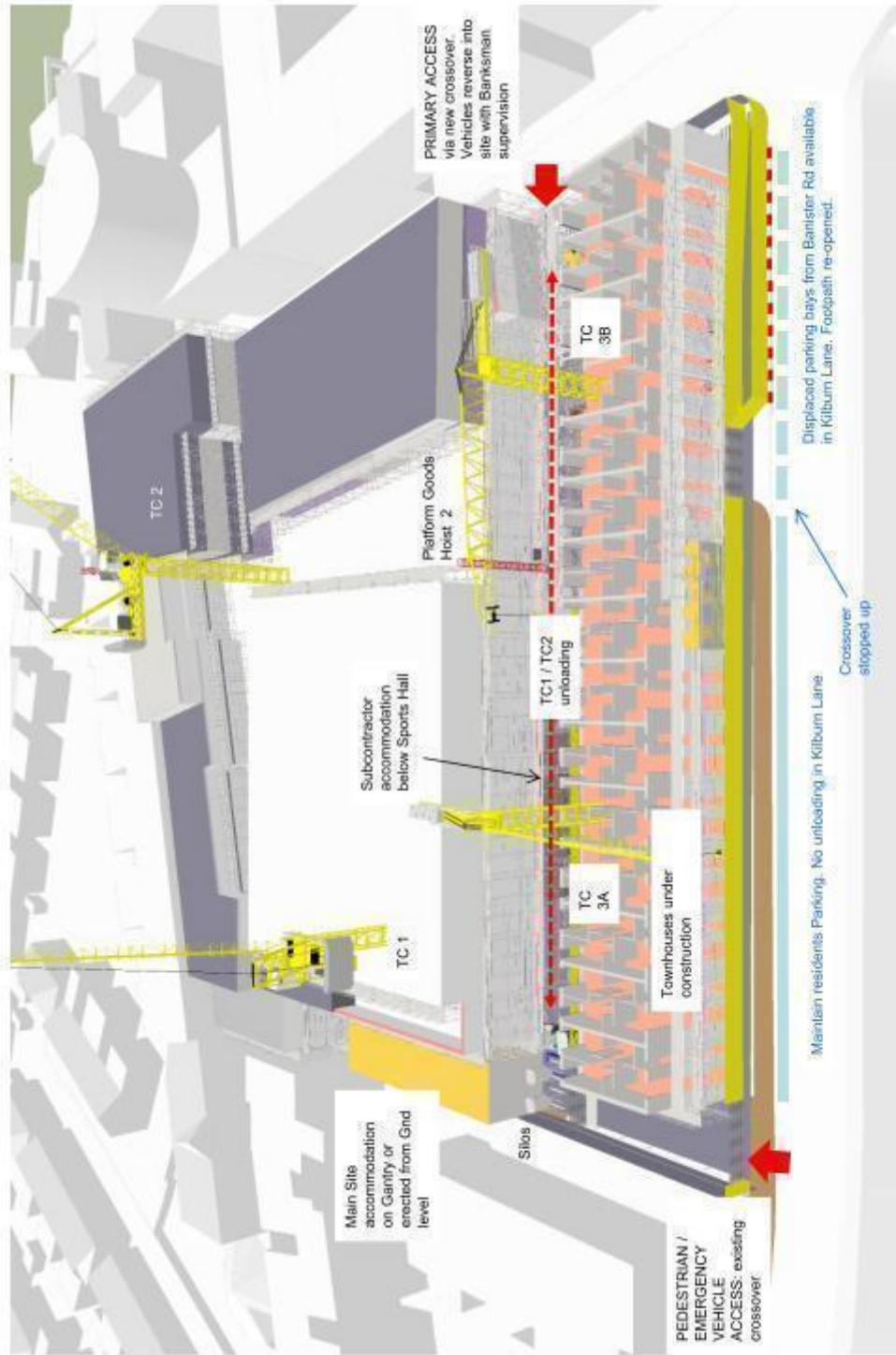
Drawing Ref: G577 SL1 rev 07
 Author: JSP
 Date: 16.09.15



Appendix A: Logistics Drawings G577 SL1-5 rev 07....cont'd



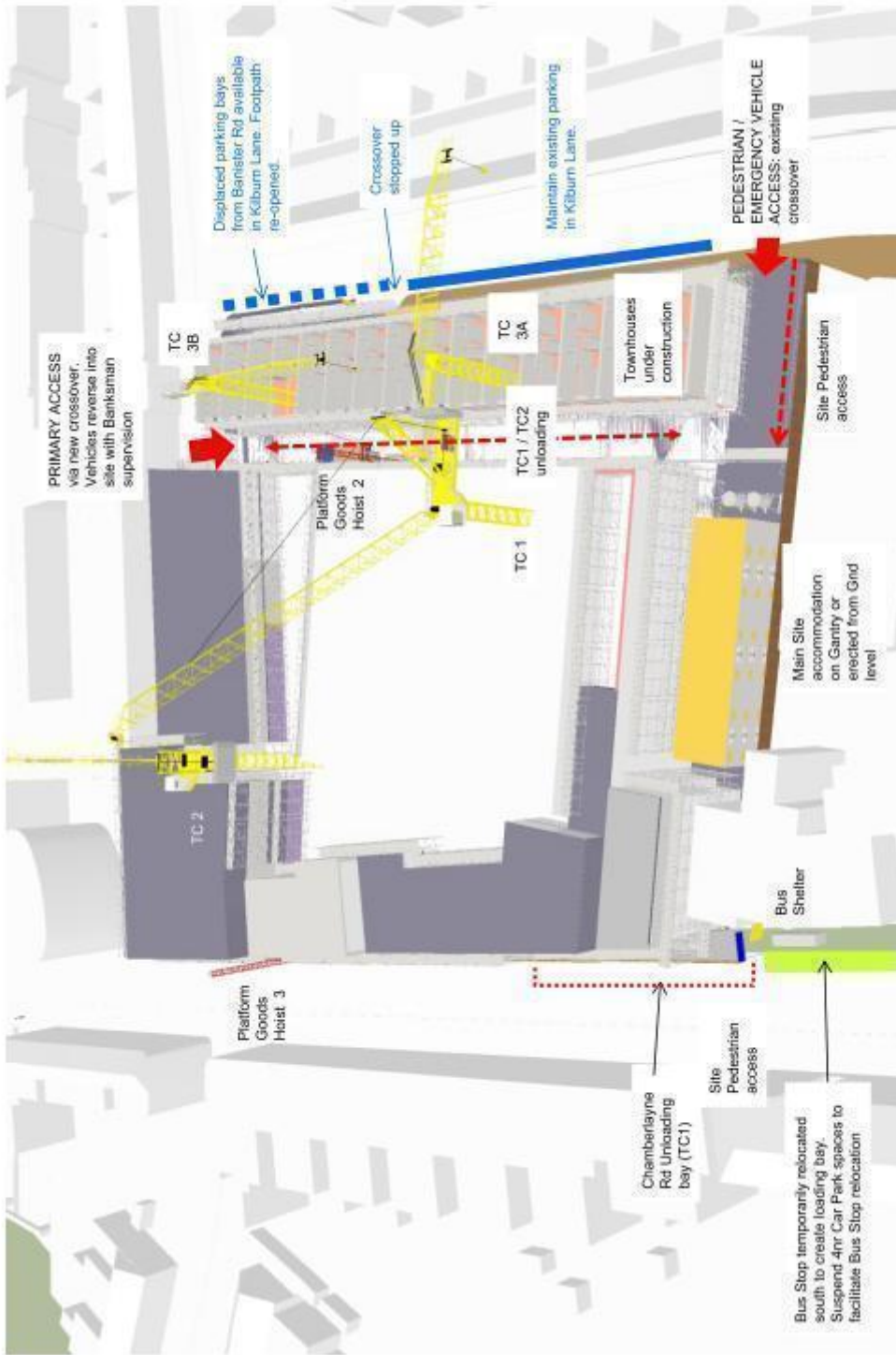
Appendix A: Logistics Drawings G577 SL1-5 rev 07....cont'd



MOBERLY LEISURE CENTRE, 101 The Quadrant Kilburn Lane W10 4AH
LOGISTICS: SUPERSTRUCTURES
 View from Kilburn Lane

Drawing Ref: G577 SL3 rev.07
 Author: JSP
 Date: 16.09.15

Appendix A: Logistics Drawings G577 SL1-5 rev 07....cont'd

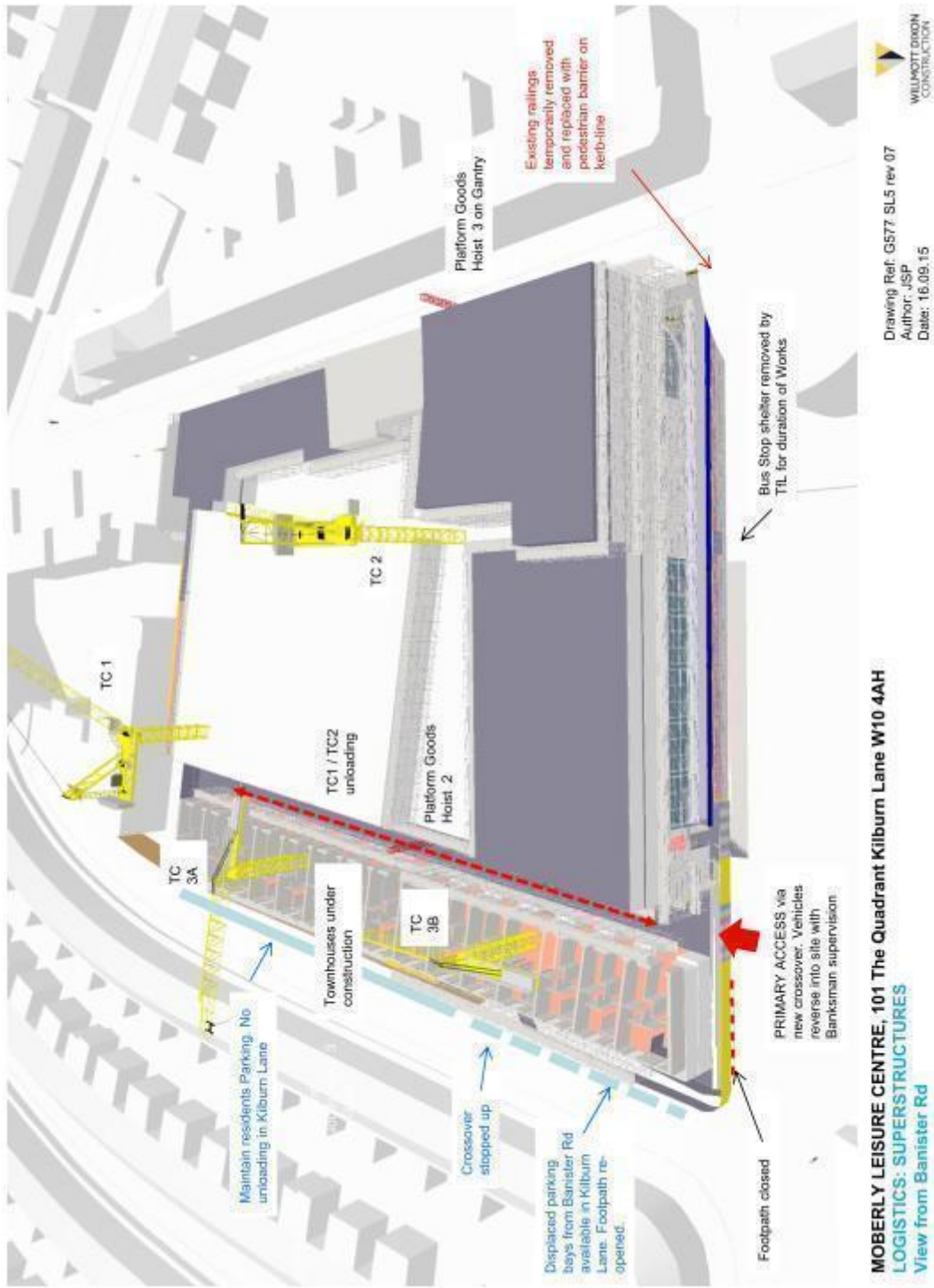


MOBERLY LEISURE CENTRE, 101 The Quadrant Kilburn Lane W10 4AH
LOGISTICS: SUPERSTRUCTURES
 View from South boundary

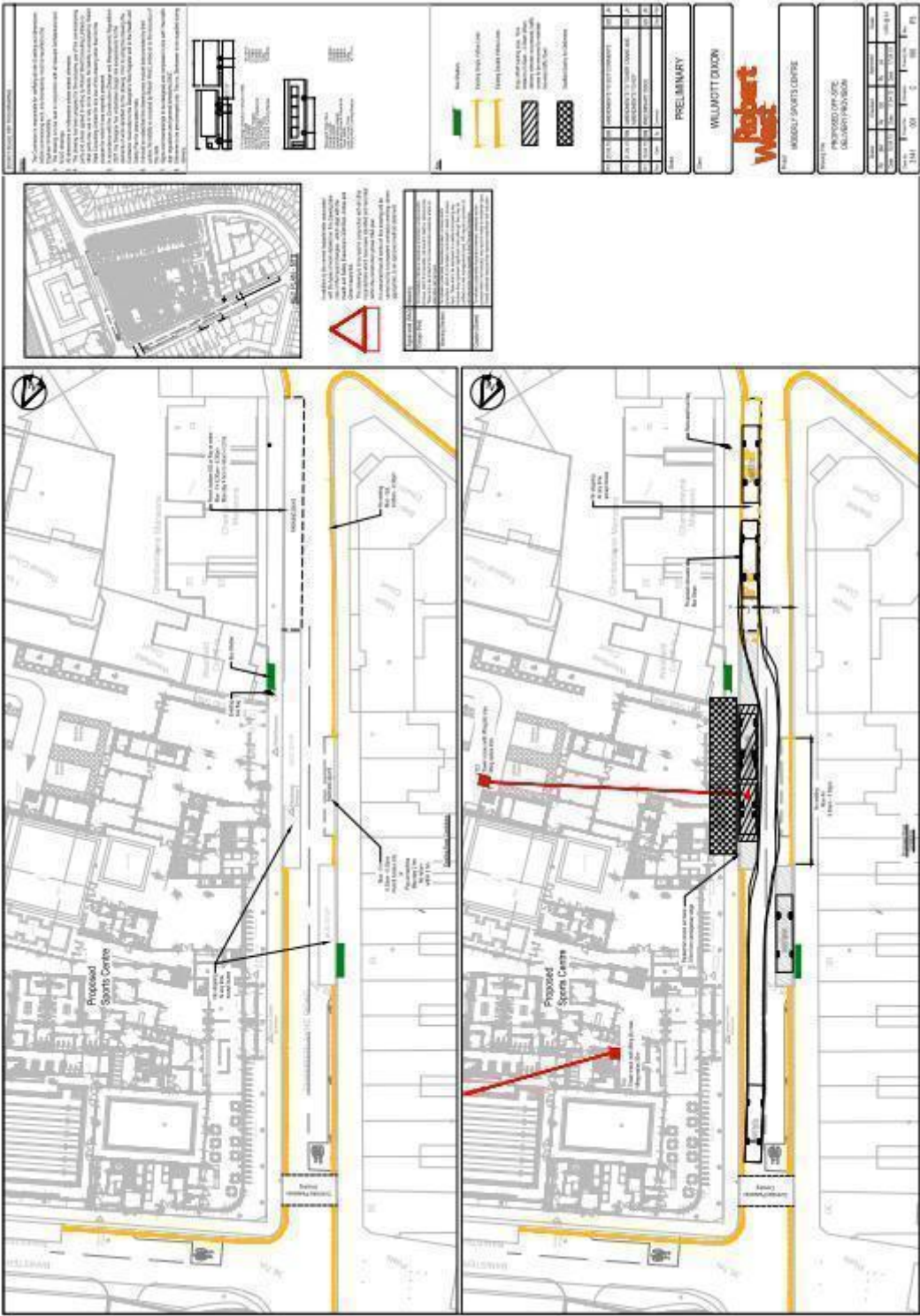
Drawing Ref: G577 SL4 rev 07
 Author: JSP
 Date: 16.09.15

WILLMOTT TOON
 CONSTRUCTION

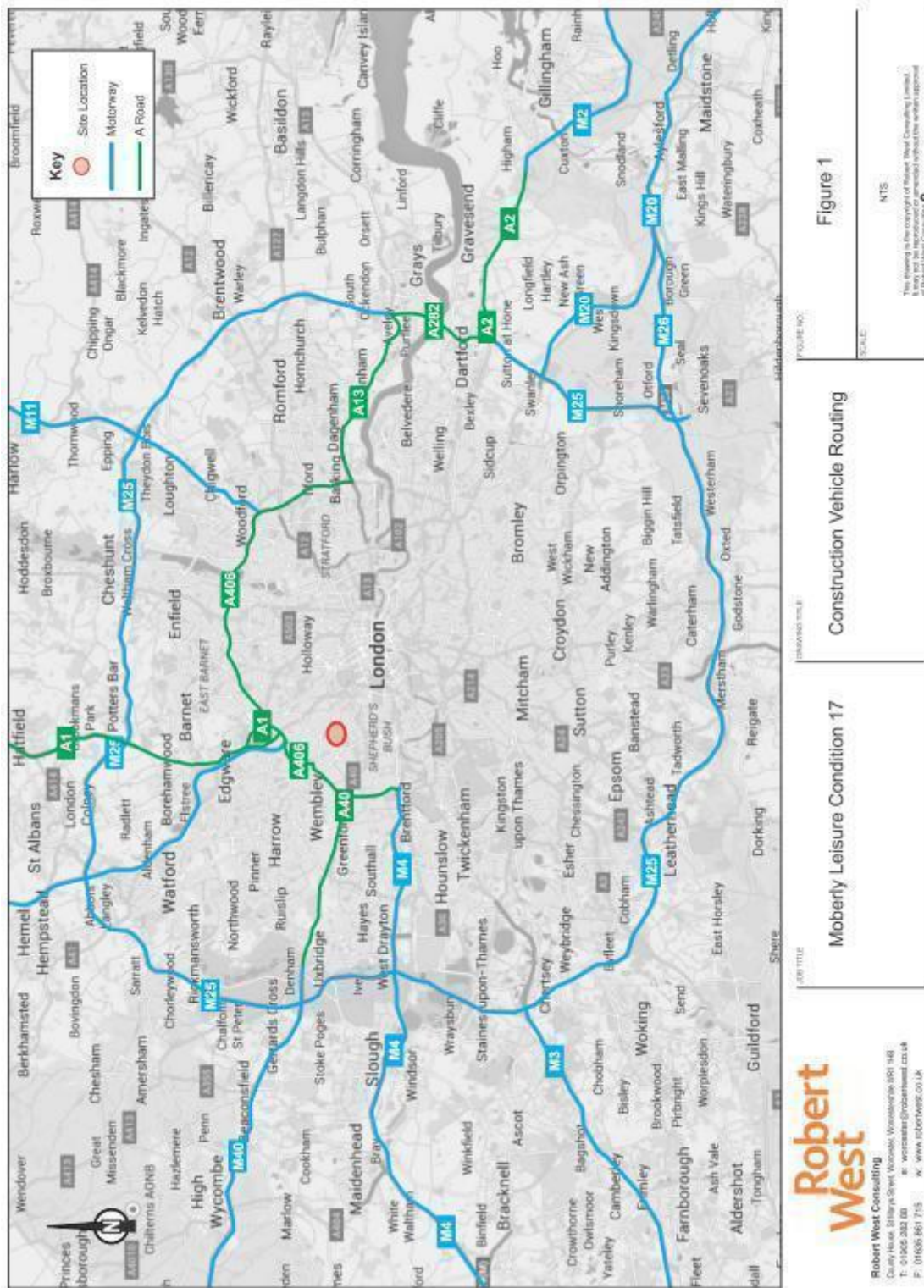
Appendix A: Logistics Drawings G577 SL1-5 rev 07....cont'd



Appendix E: Robert West Drawing 3141 001 C 100 P3: Proposed Off-Site delivery Provision



Appendix F: Robert West drawing: Construction Vehicle Routing



Appendix G: Robert West drawing: Construction Vehicle Routing – local road network

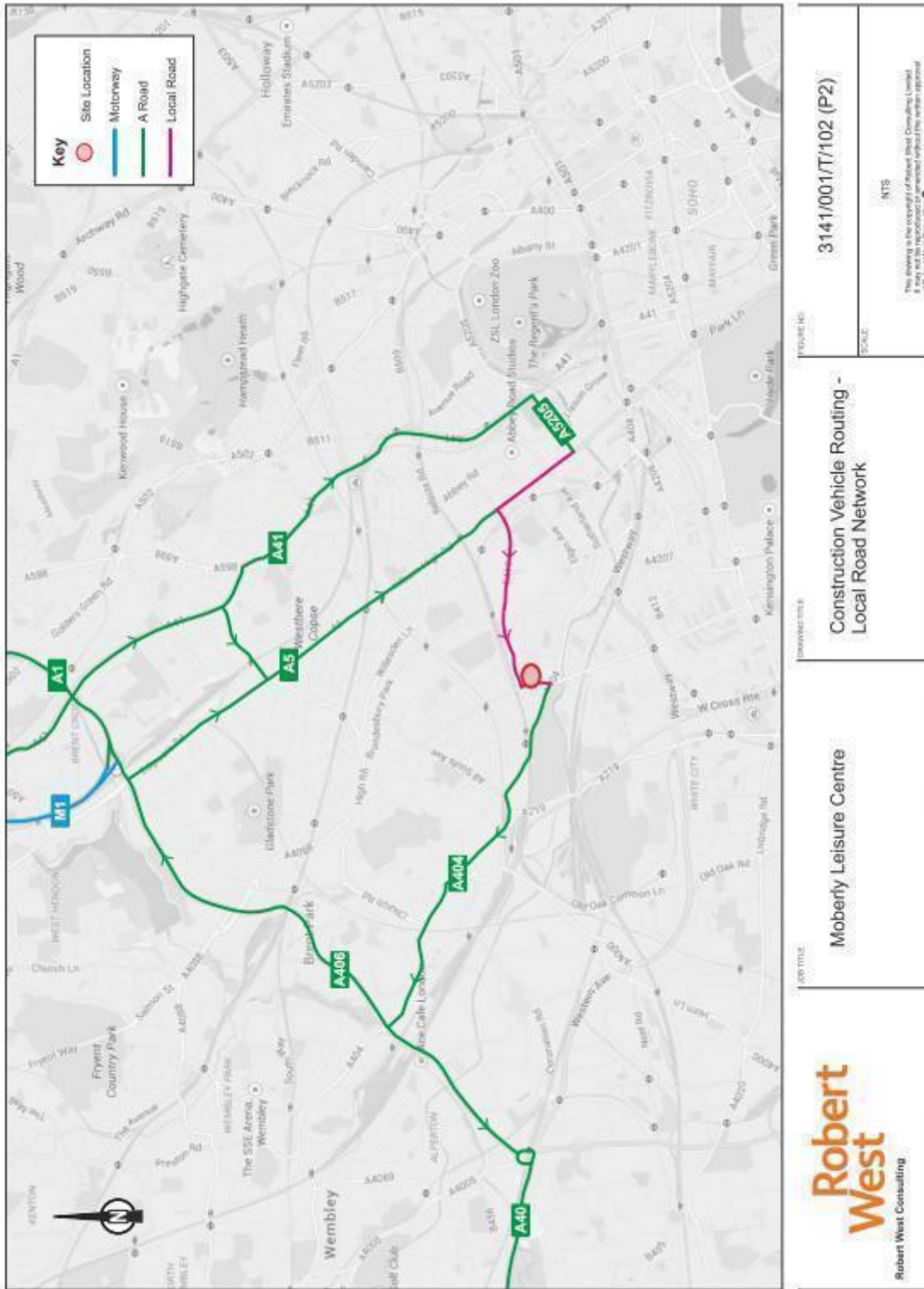


Fig 4 G577 TMP1 rec 02 Chamberlayne Road scaffold - revised drawing which shows the gantry is now 5.4m above the road

MOBERLY LEISURE CENTRE, 101 The Quadrant Kilburn Lane W10 4AH
 TRAFFIC & PEDESTRIAN MANAGEMENT
 Chamberlayne Road Section during Frame and Cladding

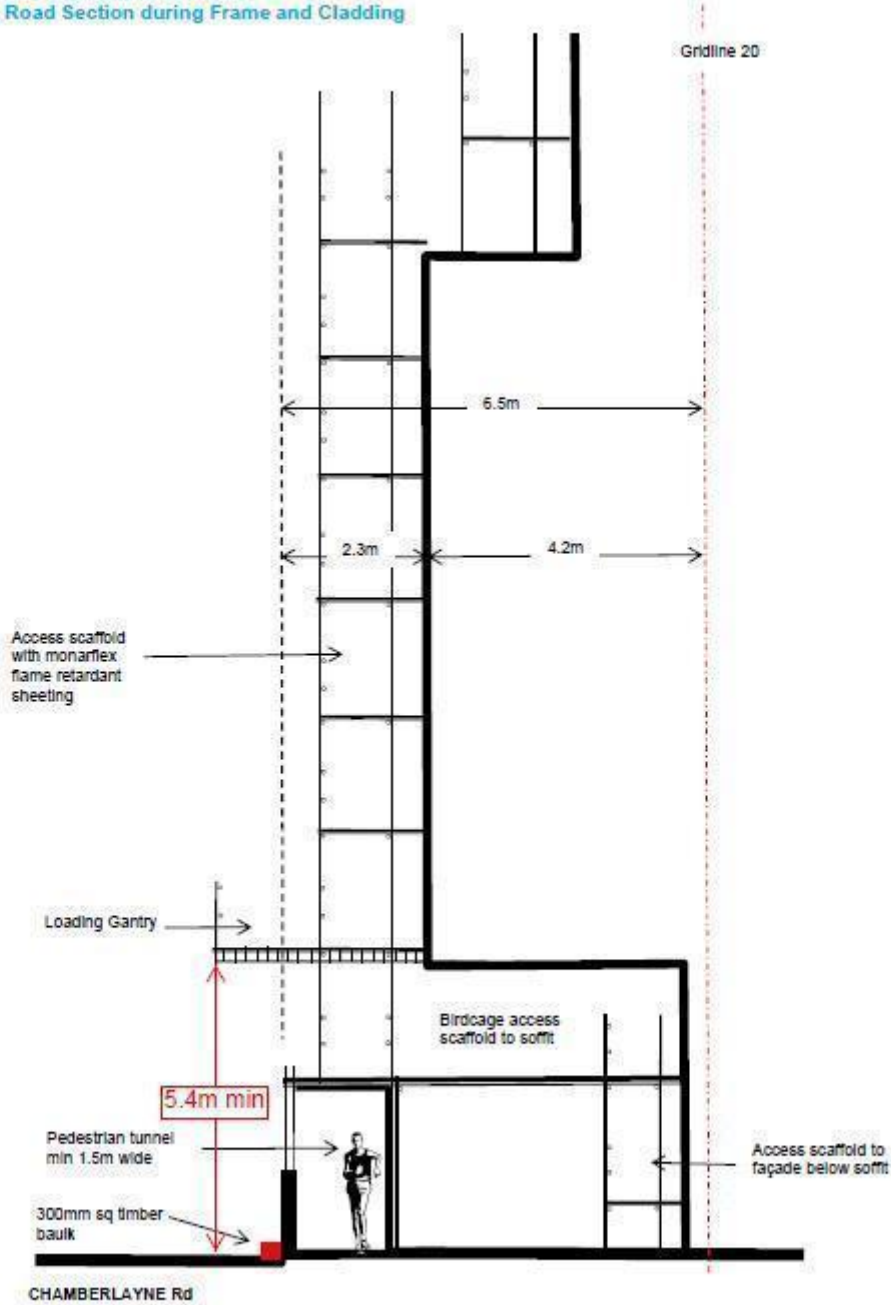


FIG 4 G577 TMP1 rev 02 Chamberlayne Rd scaffold

INTRODUCTION

Referred Application after consideration by the Planning Committee on 10th February

The Planning Committee resolved at the above meeting to refuse this application, contrary to the Officer's recommendation, on the following grounds which have been publicised in the summary of the Committee's decisions;

'traffic impact resulting from disruption to traffic on Chamberlayne Road, impact on local shops in Chamberlayne Road and traffic pollution arising from unloading'

The report considered by the Planning Committee is attached to this covering report.

Status of the Planning Committee's resolution:

The Planning Committee choose not to take the option of deferring the application for a further report as provided by the Planning Code of Conduct and voted to make the resolution supported by the above statement. While the Committee's resolution is clear, the actual decision is not legally made until the actual decision notice is despatched.

In this case, the need to translate the Committee's resolution into wording appropriate for a decision notice meant that a decision notice was not issued in the normal 1 - 2 period. Following an approach by the applicants, a presentation to the Planning Committee was arranged for 23 February. After this presentation, the Planning Committee agreed that the application, with any amendments and further supporting information, could be reported back to the meeting on 9 March. For clarity, the Planning Committee's resolution still stands as recorded and it will be for the Committee to weigh and consider the proposed changes to the proposal.

Proposed Amendments:

The applicants have been requested to explore the concerns and issues raised by the Planning Committee. In particular, the presentation on 23 February indicated that further vehicle tracking and modelling had been undertaken and versions of this and additional representations can be available for the Committee. The presentation also rehearsed and expanded on the implications of seeking to service large heavy goods vehicles (HGV's) from either Banister Road or Kilburn Lane. This expanded information is in addition to that available at the previous Committee meeting.

In terms of the three issues recorded as the reason for the Planning Committee's resolution;

i) Traffic Impact

The applicant's are now proposing to further reduce the hours that the service bay would be in operation from 9.30am to 3.30pm to;

9.30am to 2.30pm for the first 30 weeks
9.30am to 3.00pm for the next 35 weeks
9.30am to 2.30pm for the last 10 weeks

The Head of Transportation, while not objecting to the original proposal, has confirmed that the above change could significantly reduce the potential for congestion by avoiding school traffic.

ii) Impact on local shops

While highlighting that the existing parking bays are not designated for servicing, the applicants have offered access to the proposed servicing bay when not in use for HGV deliveries. This would be on an organised basis and would involve marshalled access controlled by contractor's staff. While it is acknowledged that this is on the other side of the road to the commercial frontage it would appear to offer a facility that would not be available for larger vehicles or when all the bays were occupied.

The Head of Transportation does not objection to this managed arrangement.

iii) Pollution

The applicant's maintain the position that the proposed HGV loading bay should not add significantly to local congestion due to the constraint that the parking bays on the west side already present when buses are using the existing stop on the east side. However, the reduction in hours proposed in i) above should further limit

potential congestion and pollution caused by standing traffic by avoiding school peak hours.

The Head of Transportation has agreed with the applicant's assessment of potential congestion and the advantage of reducing the HGV servicing hours.

Recommendation:

Officers maintain the previous recommendation to approve but support the proposed changes. If the Planning Committee is minded to approve the application then the proposed conditions should be amended to reflect these changes.

Previous committee report

The original report is as follows:

RECOMMENDATIONS

Approval

, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The proposal is to discharge Condition 17 of planning permission 13/3682 which requires further details on the Construction Logistics Plan (CLP). The condition is as follows:

No works shall commence, including any works of demolition or site clearance, until a Construction Logistics Plan (CLP) has been submitted to, and approved in writing by, the local planning authority. The approved CLP shall be adhered to throughout the construction period. The CLP, which shall be accompanied by a site layout plan showing the following elements, shall include details of:

- (i) the construction vehicle access;
- (ii) timing of deliveries (to avoid peak hours and to comply with local road restrictions)
- (iii) and the control of traffic entering the site;
- (iv) the parking of vehicles of site operatives and visitors;
- (v) loading and unloading of plant and materials;
- (vi) storage of plant and materials used in constructing the development, to avoid the root protection zones of retained trees either on or off the site;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities to be installed prior to commencement of any works;
- (ix) measures to control the emission and mitigate the against the impacts of dust and fine particles during construction; and
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works

The demolition/site clearance/building works hereby approved shall not commence until the vehicle wheel washing facilities have been provided on site in accordance with the approved details and such facilities shall be installed prior to the commencement of the development and used by all vehicles leaving the site and shall be maintained in working order until completion of the appropriate stages of development or such other time as may be agreed in writing with the Local Planning Authority.

Reason: In the interests of the amenity of adjoining occupants and the interests of the free flow of traffic and highway and pedestrian safety, to ensure the footway and carriageway is not blocked during the works and in the interests of local Air Quality Management Area objectives.

B) EXISTING

The existing site has an area of approximately 6600sqm. There are no listed buildings on the site nor is it within a Conservation Area. It is however adjacent to the Queens Park Conservation Area, which is within the Westminster City Council Area. The site has a ptal rating of 6a.

The existing sports facilities include:

- an existing sports hall on the west boundary of the site with Chamberlayne Road;
- a two-storey former Victorian School Building fronting onto Kilburn Lane;
- a single storey infill building linking the sports hall with the nursery/former Victorian School Building
- 2-storey Victorian former school-masters lodge currently occupied as temporary accommodation and fronting onto Bannister Road.
- MUGA to the north edge of the site next to Bannister Road.
- The frontage of the existing site on Chamberlayne Road and Banister Road is formed by a 2m high brick wall which restricts views of the site and limits informal surveillance of the surrounding streets.

These facilities are located within Brent but owned and run by Westminster City Council. The Borough boundary runs along the south east edge of the site along the centre of Kilburn Lane. The site also forms the western edge of the South Kilburn Growth Area and is within the HS2 safeguarding zone.

Planning permission was granted in 2014 (13/3682) for:

Demolition of all existing buildings and erection of a part 7/part 6/part 5/part 4-storey building with 9293sqm of Sports and Leisure Centre (Use Class D2), 56 flats (22 x 1-bed, 34 x 2-bed) and 240sqm of retail floor space (Use Class A1/A2/A3) and erection of 15 terraced townhouses (15 x 4-bed) with associated car and cycle parking and landscaping and subject to a Deed of Agreement dated 02 February 2015 under Section 106 of the Town and Country Planning Act 1990, as amended.

C) AMENDMENTS SINCE SUBMISSION

- The CLP has been revised to include a spreadsheet which outlines the proposed daily level of the on-street servicing bay on Chamberlayne Road over the 111 weeks of construction works.
- 'Fig 4 G577 TMP1 rev 01 Chamberlayne Rd scaffold' has been amended to provide a clear headroom of at least 5.4m beneath the proposed loading gantry.

D) SUMMARY OF KEY ISSUES

The key consideration is the provision of a temporary off-site loading bay on Chamberlayne Road and the potential impact on traffic and public transport as a result.

RELEVANT SITE HISTORY

This condition is pursuant to the recent planning permission to redevelop the site for mixed uses:

13/3682 - Granted Demolition of all existing buildings and erection of a part 7/part 6/part 5/part 4-storey building with 9293sqm of Sports and Leisure Centre (Use Class D2), 56 flats (22 x 1-bed, 34 x 2-bed) and 240sqm of retail floor space (Use Class A1/A2/A3) and erection of 15 terraced townhouses (15 x 4-bed) with associated car and cycle parking and landscaping and subject to a Deed of Agreement dated 02 February 2015 under Section 106 of the Town and Country Planning Act 1990, as amended.

CONSULTATIONS

Four representations have been received objecting to the CLP including objections from Ward Councillor Southwood, Kensal Rise Residents Association, Kensal Triangle Residents Association and Aylestone Residents and Tenants Association.

The representations raised the following concerns.

Objection raised	Response
Revised CLP does not justify the use of Chamberlayne Road for deliveries and loading and unloading should take place within the curtilage of the site	See section 2 & 3
Inclusion of a delivery schedule does not address the chaos and congestion likely to be caused	See section 2 & 3
Even if only 3 or 4 deliveries a day, disruption will be caused for the whole time	See section 2 & 3

take to unload and time taken for tailbacks to clear	
There is nothing to show what time of day the deliveries will take place; in any case vehicles will be reaching the site from the A406 North Circular, the A404 Harrow Rd and A5 Edgware Road all of which are heavily congested so it would be impossible to come up with a meaningful timetable.	See section 2 & 3
Drawings provided show that a tower crane can access vehicles and other part of the site, therefore the need for a loading bay on Chamberlayne Rd is superfluous.	See section 2 & 3
Drawings show an unloading gantry at an unspecified height, which may not clear a double decker bus	See paragraph 2.8
Chamberlayne Road is an arterial route with heavy bus use as such the use of Chamberlayne Road would cause massive disruption to the buses	See paragraph 3.4
Site located with a 7.5T lorry ban zone. HGV will be required to deliver to site but the Council should enforce that they do not travel north from the site	See paragraph 4.9
Care and consideration of local residents should be made a priority. Local residents should be informed of noise, dirty phases of work, road closures, parking bay suspensions and must be given a clear point of contact.	See section 4

POLICY CONSIDERATIONS

National Planning Policy Framework 2012 (NPPF)

London Plan 2011

- 2.14 - Area for Regeneration
- 3.2 - Improving Health and Addressing Health Inequalities
- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young Persons Play Space
- 3.8 Housing Choice
- 3.12 Affordable Housing Provision
- 3.16 Protection and Enhancement of Social Infrastructure
- 3.19 Sports Facilities
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 8.2 Planning Obligations

Mayor's Housing SPG 2012

Brent's Local Development Framework

Site Specific Allocations 2011

Core Strategy 2010

- CP1 Spatial Development Strategy
- CP2 Housing Growth
- CP5 Placemaking
- CP6 Design and Density in Place Shaping
- CP9 South Kilburn Growth Area
- CP14 Public Transport Improvements
- CP15 Infrastructure to Support Development
- CP17 Protecting and Enhancing the Suburban Character of Brent
- CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP21 A Balanced Housing Stock
- CP23 Protection of existing and provision of new Community and Cultural Facilities

UDP 2004

- BE2 Townscape: Local Context and Character

BE3 Urban Structure: Space & Movement
BE4 Access for Disabled People
BE5 Urban Clarity& Safety
BE6 Public Realm: Landscape Design
BE7 Public Realm: Streetscape
BE9 Architectural Quality
BE25 Development in Conservation Areas.
H11 Housing on Brownfield Sites
H12 Residential Quality – Layout Considerations
H13 Residential Density
TRN3 Environmental Impact of Traffic
TRN10 Walkable Environments
TRN11 The London Cycle Network
TRN22 Parking Standards – Non-residential Developments
TRN23 Parking Standards – Residential Developments
TRN34 Servicing in New Development

SPG17: 'Design Guide for New Development'

DETAILED CONSIDERATIONS

1. Background and context

1.1 Planning consent was granted in 2014 for a Sport and Leisure Centre, 56 flats including 22 one bedroom flats and 34 two bedroom flats, 240sqm of retail floor space and 15 terrace townhouses.

1.2 The permission attaches several prior to construction/demolition conditions that require the applicant to submit further details to be approved by the Local Planning Authority. So far, 11 of 12 pre-construction/demolition conditions have been discharged, with condition 17 (Construction Logistics Plan) remaining, before the applicant can start construction.

1.3 An earlier Construction Logistics Plan (CLP) was submitted in early 2015 and was subsequently withdrawn as the applicant was unable to revise it within the specified time frame to provide further details and justification for the use of an off-site unloading area on Chamberlayne Road.

1.4 A revised CLP has been submitted to the Council following discussions between the applicant and Brent's Transport Officers. Further revisions to the CLP include a delivery schedule to illustrate how often the off-site loading bay on Chamberlayne Road would be utilised. Your Transport Officers have reviewed the revisions and now consider the CLP acceptable and suitable to discharge.

1.5 Ward Councillor Southwood and local residents groups have raised concerns regarding the CLP and remain unconvinced by the revised version. The primary concern relates to the provision of an off-site loading bay on Chamberlayne Road and the impact this could have on traffic flow in this area. The report will therefore begin by first reviewing why an off-site loading bay is required and to what extent it would be utilised.

2 Off-site loading bay on Chamberlayne Road discussion

2.1 A temporary on-street loading bay operating only between 9.30am-3.30pm would be provided on Chamberlayne Road alongside the frontage of the site in the position of the existing bus stop, which would be re-provided to the south. This arrangement has been agreed in principle following a meeting with Brent Council's Network Management Team and London Buses. This would be achieved through a temporary Traffic Management Order (TMO), which would be at the expense of the developer.

2.2 The loading bay would require the removal of six on-street parking bays from the eastern side of Chamberlayne Road to allow the southbound bus stop on Chamberlayne Road to be moved southwards, in order to free up kerbside space for the loading bay in the position of the existing bus stop. Three parking bays opposite the loading area on the western side of Chamberlayne Road are also to be temporarily removed, with parking suspended between 9.30am and 3.30pm, to maintain two-way traffic flow along the road whilst the loading bay is in operation.

2.3 The operational hours of the off-site loading bay will be restricted to 9.30am-3.30pm to avoid interference

with peak hours on the highway network, with deliveries pre-booked 24-hours in advance to ensure they are scheduled so that there is space available for unloading. The applicant has stated within the CLP that vehicles that arrive without booking in advance will be turned away from the site.

2.4 Predicted daily and weekly delivery vehicle volumes have now been provided throughout the period of the construction works. This predicts up to 206 vehicles a week (41 per day), but with the vast majority of these deliveries being unloaded within the site. Over the course of the contract, 95.5% of deliveries are proposed to be unloaded within the site, leaving 4.5% or 882 of deliveries making use of the proposed loading bay on Chamberlayne Road.

2.5 Primarily, the loading bay will be used by heavy goods vehicles (HGV) that cannot be accommodated on site; delivering items such formwork, scaffold, steel and roofing material. These deliveries cannot be accommodated on site, as the proposed development would involve building close to the boundary with Chamberlayne Road, Banister Road and Kilburn Lane with a small access road between the proposed leisure centre and townhouses. This access road is too small to practically and safely accommodate large vehicles and as such an off-site loading bay is essential to provide deliveries that cannot be accommodated on site.

2.6 The profile over the course of the contract shows that no vehicles will use the loading bay until the 20th week of the works. Estimated daily use of the bay will then remain at one vehicle per day for 16 weeks, before rising steadily to a peak of 4-5 vehicles a day. Overall peak usage of the bay will occur over 19 weeks from weeks 54-72, when more than three deliveries per day are anticipated per day.

2.7 As the loading bay on Chamberlayne Road is not required until the 20th week of the contract, the introduction of the temporary bay will be postponed until a suitable agreed date four months into the contract (it was originally proposed to come into operation in October 2015, but delays to the start of the project meant this did not proceed). At least eight weeks notice will be required to bring the bay into operation.

2.8 One further matter that has come to light is the introduction of a loading gantry over the carriageway of Chamberlayne Road at a height of 4.5m, which was not proposed on the original plans. This has now been revised to a height of 5.4m above carriageway level to mitigate against issues of potential strikes by high sided vehicles. This will in any case need to be agreed through the scaffolding licence for the site, which is issued by Brent Environment & Protection Team.

3 Possible alternatives

3.1 Objections to the use of Chamberlayne Road suggest that other less heavily trafficked streets could be used instead for off-site loading, but your Officers do not consider this to be practical. The site also has frontages along Kilburn Lane and Banister Road. Kilburn Lane is a relatively narrow road with on-street parking opposite the site and curved alignment to the south. To provide an on-street loading bay in this area would require suspension of a large number of residents' parking bays. With regards using Banister Road, this too is considered impractical as the site has relatively short frontage to Banister Road coupled with the fact there are bus stops on both sides with traffic signals to the north west corner of the site. On balance, while Officers appreciate some disruption will be caused at times to traffic along Chamberlayne Road, it is considered the most appropriate location for an off-site loading bay.

3.2 As stated above, the provision of an off-site loading bay has therefore been accepted in principle by Brent's Network Management team, as long as it is used sparingly. A limitation on the operating hours of the bay to 9.30am-3.30pm to avoid morning and evening peak hours was also agreed to minimise impact.

3.3 It has also been suggested by local residents that any deliveries taking place to shops on the western side of Chamberlayne Road from the area of the suspended parking bays could adversely affect traffic flow along the street if the loading bay is in use at the same time. Your Officers have noted this point and an amendment to the temporary Traffic Regulation Order to prohibit loading in that area is to be progressed. This will also need to be at the developer's expense.

4 CLP summary

General operation hours

4.1 The CLP provides details on working hours which will be limited to

Monday to Friday: 08:00 to 18:00

Saturdays: 08:00 to 13:00

Sundays and Public Holidays: No work

4.2 However certain operations will require deliveries outside of the hours above such as heavy lifting for the extraction of tower cranes not possible within the site which are likely to take place at the weekend or at night. This may require road closures. A licence to do so will be secured in advance with Brent Council, the Police and TFL buses.

Neighbourliness

4.3 The site will be registered with a Considerate Contractors Scheme. Signage will be erected at key points around the site with information on site activities and contact details for the site management team to deal with concerns and complaints. Regular meetings between Willmott Dixon, Brent and Westminster Council will discuss concerns and complaints regarding construction activities and actions to mitigate impact on local residents.

Public safety

4.4 The CLP also outlines appropriate measures to ensure the safety of the public during construction. This will be in the form of solid hoarding around the site. Where possible the hoarding would be positioned to maintain a 1.5m pavement width, at times the hoarding will be adjusted in width to accommodate operations within the site which would take place close to the pavement. The exiting railing on the corner of Chamberlayne Road and Banister Road will be increased in width.

Temporary Highway works

4.5 Construction will also involve alterations to existing bus stops. The bus stop on Banister Road will be kept in its current position but the applicant intends to make a request to TFL Buses to temporarily remove the shelter. An application will also be made to TFL Buses in respect of a bus stop at Chamberlayne Road. It is proposed that this would be temporarily moved to create an unloading bay. The issues surrounding the unloading bay will be discussed further in section 3.

4.6 Construction access will initially be via existing crossovers from Banister Road and Kilburn Lane. The southern crossover to Kilburn Lane is to be reserved for emergency use only. A permanent crossover from Banister Road will be constructed with the first 3 months of the project and will become the primary access in and out of the site. Full time staff will supervise construction access with traffic marshals overseeing vehicles entering and emerging from the site.

Deliveries

4.7 Unloading within the site area will take place during normal working hours. Unloading from the vacated bus stop on Chamberlayne Road will take place between 9:30 and 15:30 to avoid peak traffic hours.

4.8 The CLP states delivery vehicles will not be allowed to queue in surrounding streets and all subcontractors will be made aware of the delivery arrangements. Delivery vehicles which arrive on site without booking 24 hours in advance will be turned away.

4.9 Appendix F and G illustrates the Construction Vehicle Routing. Figure no. 3141/001/T/102 shows the construction vehicles will only drive along Chamberlayne Road as far as Banister Road, they will not continue north but will either take the A5205 or A404.

Contractor parking

4.10 The site is well served by public transport as such a strict 'No parking on site' will be enforced. With regards public parking the existing 4 bays on Banister Road will be relocated permanently to the north end of Kilburn Lane. The existing permit parking on Kilburn Lane will be preserved. Four parking bays at the south end of Chamberlayne Road will be suspended for around 10 months in order to relocate the adjacent bus stop.

Dust, waste

4.11 Dust and dirt will be managed through measures such as damping down techniques and wheel washing. Noise will be regularly monitored by Willmott Dixon and will not exceed limits agreed with Environmental Officers at Brent and Westminster Council.

4.12 A Site Waste Management Plan (SWMP) will be utilised on site. All waste will be removed appropriately with the intention 90% of waste will be recycled.

5 Conclusion

5.1 Considering the points discussed above, the Construction Logistic Plan is considered to satisfy the requirements of Condition 17 and is accordingly recommended for approval.

Document Imaged



DECISION NOTICE – APPROVAL

Application No: 15/4226

To: Mr Holloway
Daniel Watney
165 Fleet Street
London
London
EC4A 2DW

I refer to your application dated 30/09/2015 proposing the following:
Details pursuant to condition 17 (Construction Logistics Plan) relating to planning application reference 13/3682 dated 04/02/2015 for full planning permission sought for demolition of all existing buildings and erection of a part 7/part 6/part 5/part 4-storey building with 9293sqm of Sports and Leisure Centre (Use Class D2), 56 flats (22 x 1-bed, 34 x 2-bed) and 240sqm of retail floor space (Use Class A1/A2/A3) and erection of 15 terraced townhouses (15 x 4-bed) with associated car and cycle parking and landscaping and subject to a Deed of Agreement dated 02 February 2015 under Section 106 of the Town and Country Planning Act 1990, as amended

and accompanied by plans or documents listed here:

Construction Management Plan

Appendix A: Logistics Drawings SL1-5 rev 07

Appendix B: Traffic and Pedestrian Management drawings G577 TMP1-6 rev 02

Appendix C: Willmott Dixon Fleet Operators Recognition Scheme statement

Appendix D: Willmott Dixon Occupational Health and Safety Management System register of forms

Appendix E: Robert West Drawing 3141 001 C 100 P3: Proposed off-site delivery system

Appendix F: Robert West drawing: Construction vehicle routing

Appendix G: Robert West drawing: Construction vehicle routing - local road network

Appendix H: Delivery schedule

at Moberly Sports Centre, Kilburn Lane, North Kensington, London, W10 4AH

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission.

Date:

Signature:

Head of Planning, Planning and Regeneration

Note

This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

Any person wishing to inspect the above papers should contact Katrina Lamont, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1905

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016

16/0169

SITE INFORMATION

RECEIVED: 14 January, 2016

WARD:

PLANNING AREA:

LOCATION: Land at the Junction of Brondesbury Park & Christchurch Ave, Christchurch Avenue, London

PROPOSAL: Demolition of existing single storey nursery building and erection of a part three part four storey building to provide educational accommodation for use by Marylebone Boys' School for a temporary period of 2 years until September 2018, with associated works to include fenced multi-games area (MUGA), car and cycle parking spaces, creation of vehicular and pedestrian access, boundary alterations and hard and soft landscaping

APPLICANT: Marylebone Boys' School

CONTACT: HPA Architecture Ltd

PLAN NO'S: See condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_126047

[When viewing this as an Hard Copy .](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "16/0169" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

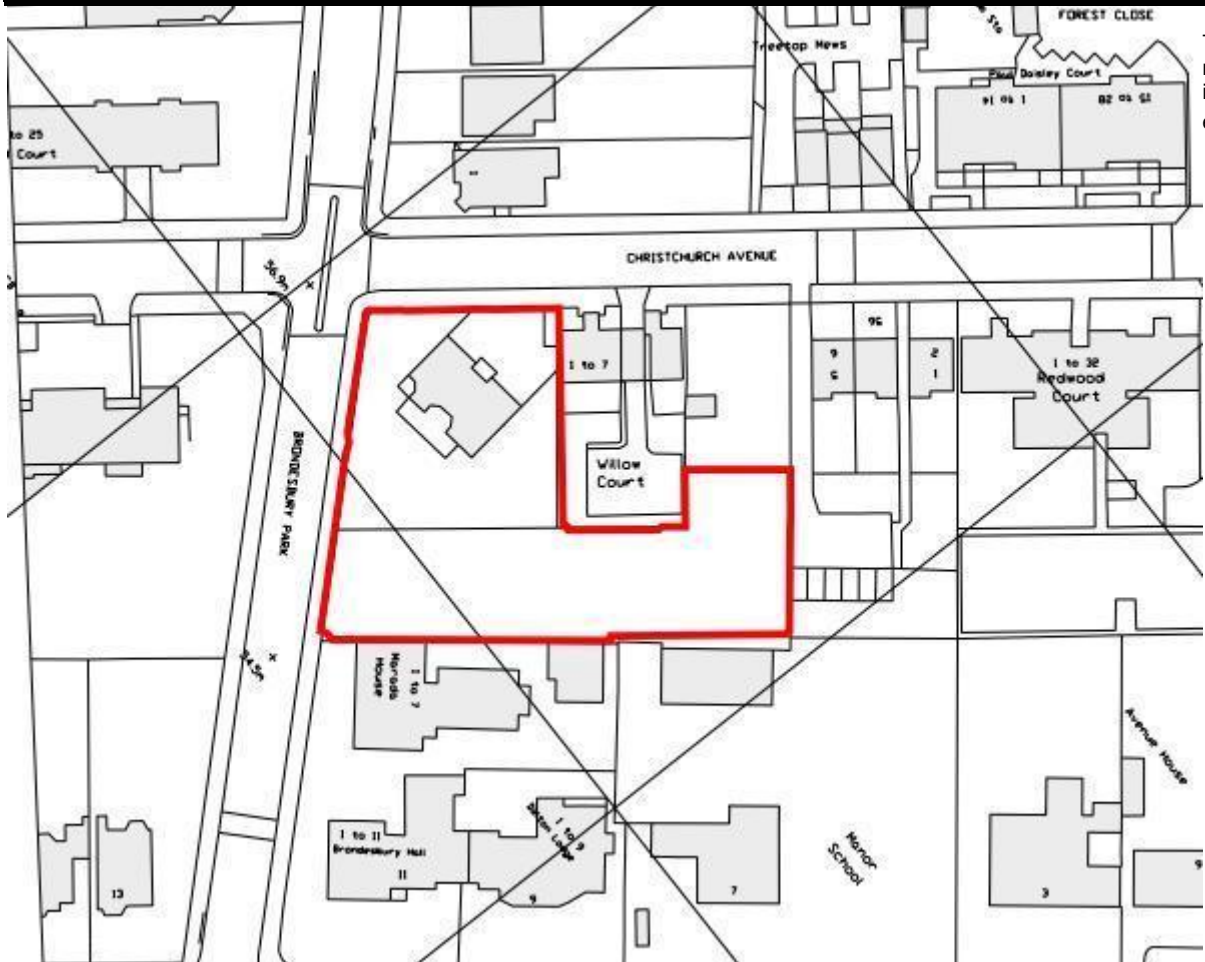
SITE MAP



Planning Committee Map

Site address: Land at the Junction of Brondesbury Park & Christchurch Ave,
Christchurch Avenue, London

© Crown copyright and database rights 2011 Ordnance Survey 100025260

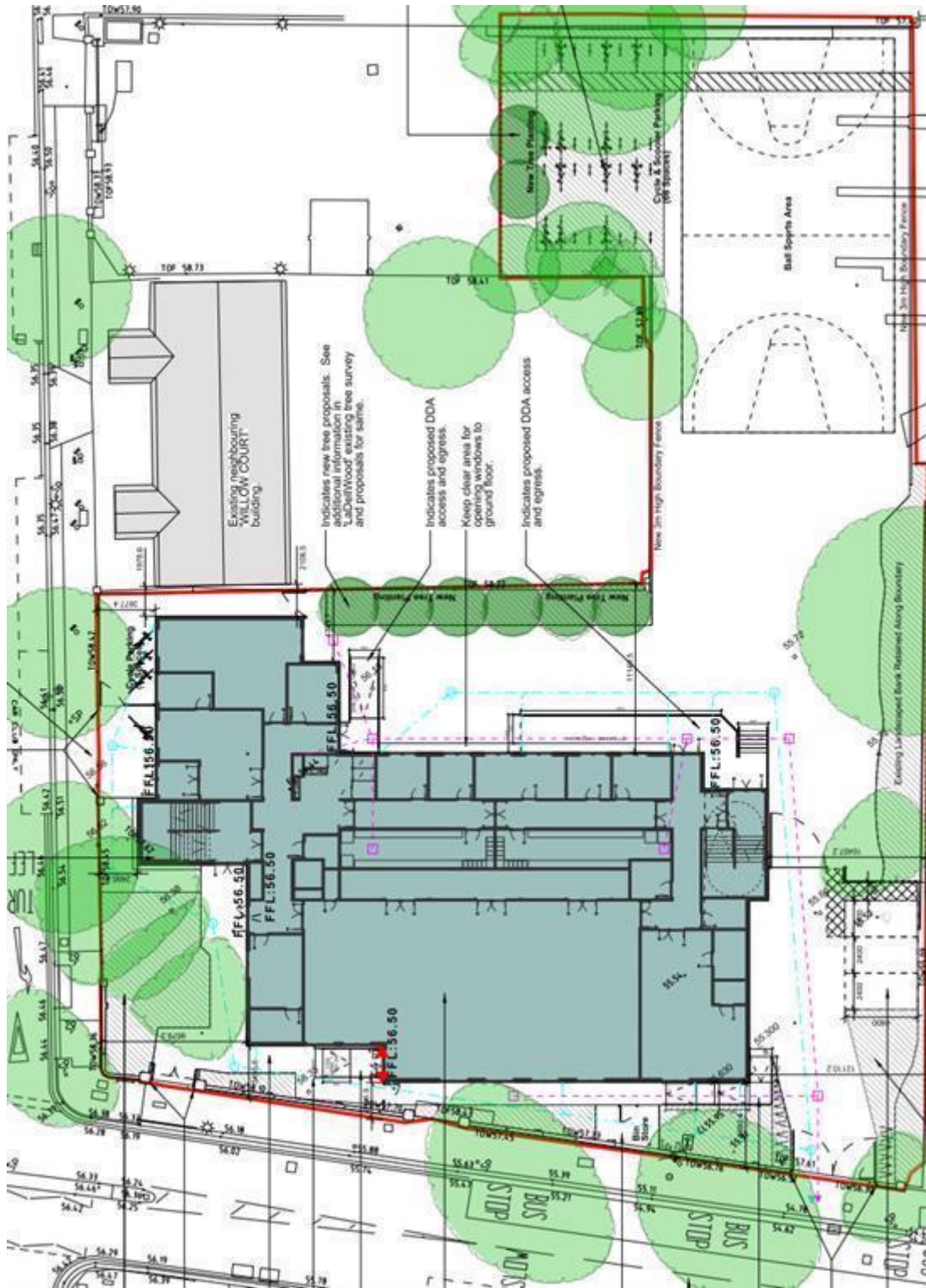


This map is indicative only.

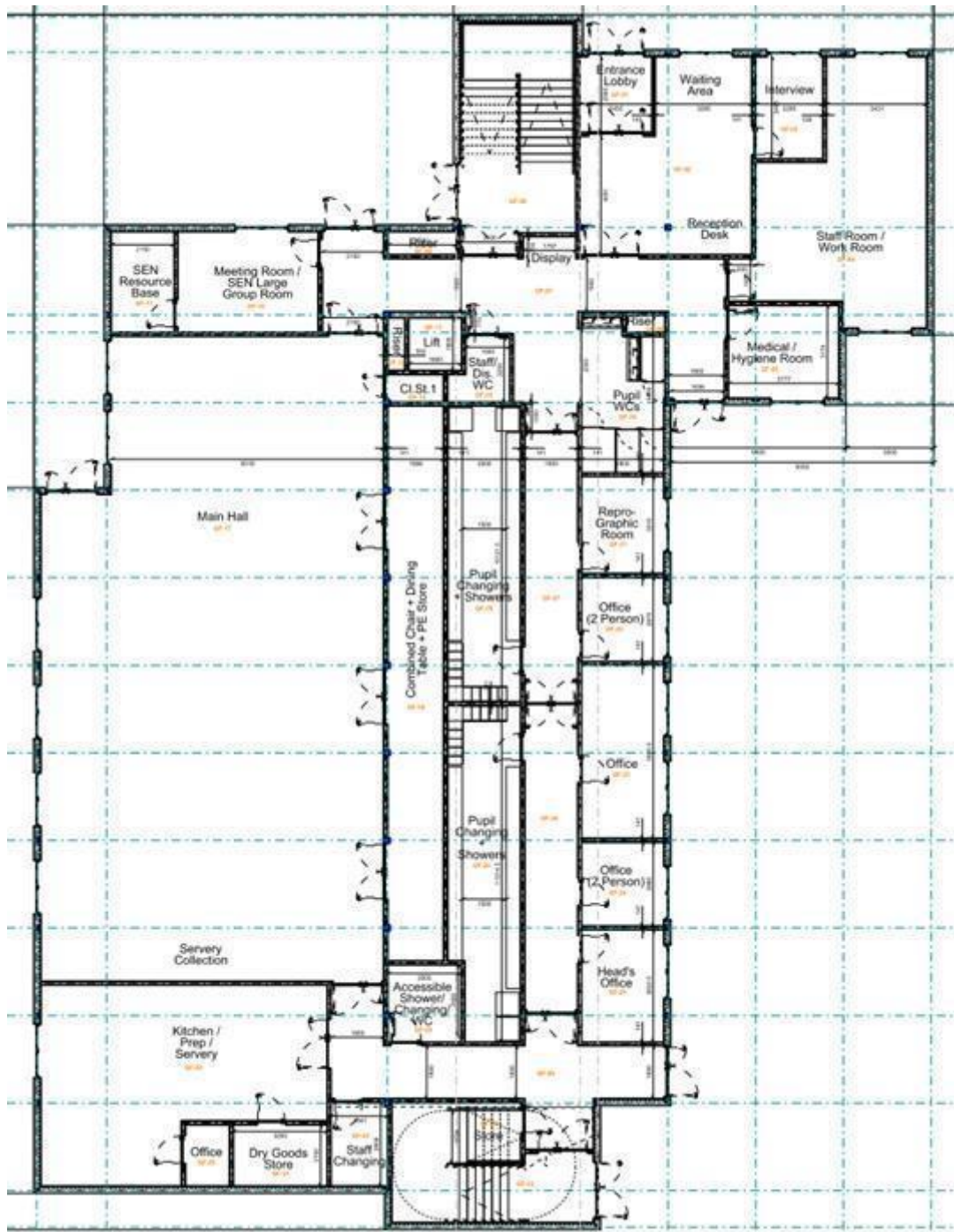
SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed site plan



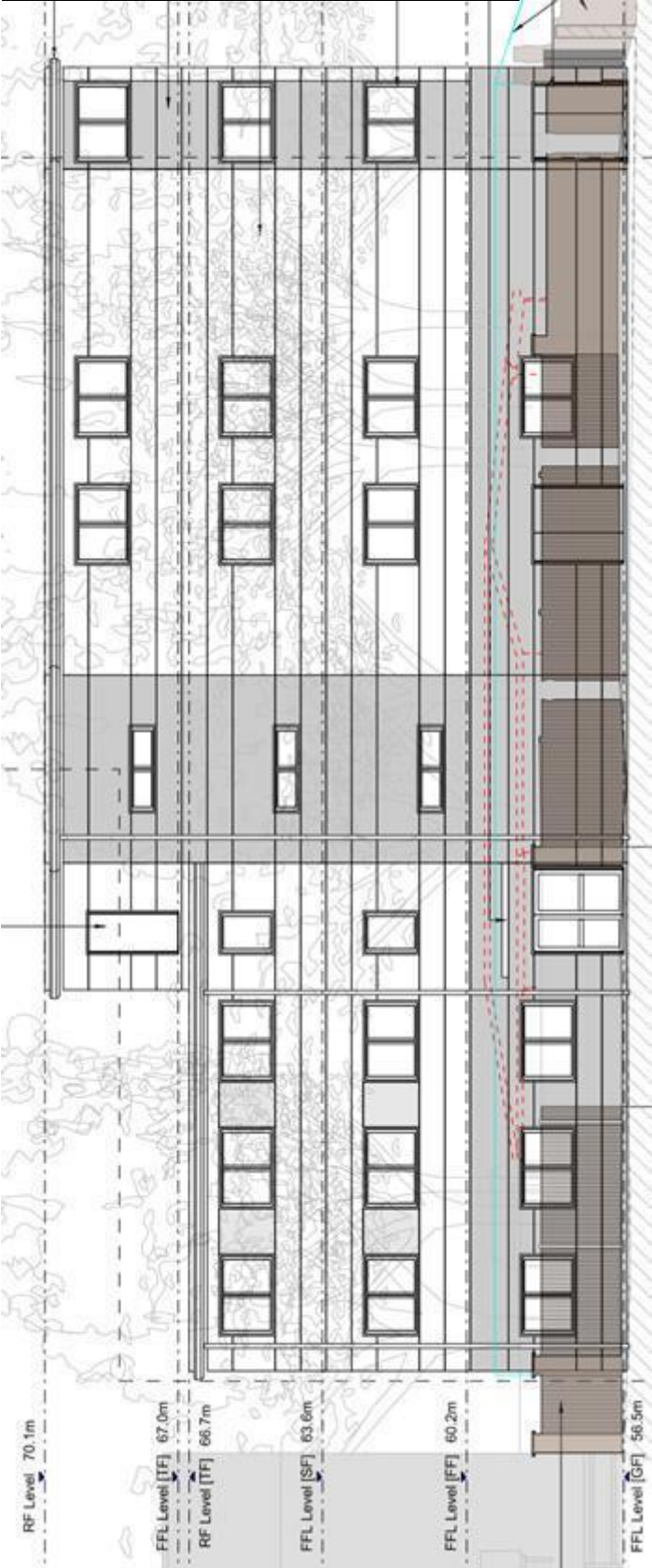
Ground Floor Plan



Brondesbury Park Street Elevation



Christchurch Avenue Street Elevation



Visual Representations





RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The proposal is for the demolition of the remaining single storey nursery building and the erection of a part three part four storey school building.

The building, of modular construction, is proposed for use by Marylebone Boys' School for a temporary period of 2 years until September 2018, with associated works to include fenced multi-games area (MUGA), car and cycle parking spaces, creation of vehicular and pedestrian access, boundary alterations and hard and soft landscaping.

B) EXISTING

The subject site is an irregular shaped piece of land located between the north-western side of The Avenue, NW6, the south-eastern side of Christchurch Avenue and the north-eastern side of Brondesbury Park. The site, which is currently vacant, has previously been used as a school. The site is currently occupied by a single storey building located close to the junction between Brondesbury Park and Christchurch Avenue.

The character of the surrounding area is predominately residential. Towards the south, between the subject site and the junction between The Avenue and Brondesbury Park, there are three residential blocks which are between two and five storeys in height. Towards the west, fronting Christchurch Avenue, lies Willow Court, a

three-storey residential block which is bound to the rear and both sides by the subject site. Towards the north and east the site adjoins 56 Christchurch Avenue and Avenue House, respectively, both two-storey residential developments. The residential developments surrounding the site comprise of a mixture of traditional and contemporary architectural styles.

D) SUMMARY OF KEY ISSUES

Key issues are considered to be:

- The scale and massing of the school and its appearance in the street scene
- Relationship with Willow Court

The highways implications of the development and proposals for their management

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	0		0	0	
Businesses and offices	0		0	0	
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	
Hotels	0		0	0	
Non-residential institutions	0		0	3128	
Residential institutions	0		0	0	
Restaurants and cafes	0		0	0	
Shops	0		0	0	
Storage and distribution	0		0	0	

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

RELEVANT SITE HISTORY

The subject site has a substantial planning history.

15/3616 - Granted at January Planning Committee, pending completion of legal agreement Hybrid planning application for full permission for demolition of all buildings and the development of 74 residential units (Use Class C3) comprising of 33 x 1 beds, 23 x 2 beds and 18 x 3 beds in a part three / part four / part five storey building fronting The Avenue with related basement car park comprising 57 parking spaces; and a 3 storey plus basement building fronting Christchurch Avenue, new vehicular access; footways; landscaping and associated works ("Phase 1"); and Outline permission for a school (Use Class D1), with new vehicular and pedestrian access from Brondesbury Park, with details of "appearance", "scale", "layout" and "landscaping" being reserved ("Phase 2").

n.b. "Phase 1" which is the outline part of the permission relates to the same area as the application now being considered.

10/0619 - Granted

Erection of 2 two-storey buildings, erection of rear extension to existing single-storey building, a fenced multi-use games area (MUGA), provision of 8 off-street parking spaces, cycle-storage area and associated

landscaping to site, to provide accommodation for the relocated Swiss Cottage Specialist SEN School (SCSSS) for a temporary period of 30 months

Prior to this there were several temporary permissions (04/0785, 00/2444 and 99/1804) obtained on the site for various temporary buildings.

CONSULTATIONS

EXTERNAL

Consultation letters were sent to Ward Councillors and over 2000 local owner/occupiers (officers replicated the consultation for this application as for the recent application for the redevelopment of the wider site discussed in the planning history). The application was also advertised by a site notice and a press notice. In response 2 letters of objection have been received to date. A letter of objection has also been received from Ward Councillor Shaw. In summary, the concerns of the objectors include:

- Impact on parking for local residents, finding a parking space is already difficult and will be more difficult after the opening of another school.
- The school will be disruptive even if only for 2 years – the previous application was for a limited number of children from Brent who would be bussed in so there would be minimal disruption.
- The proposal is for 480 children making their own way, while 6% currently travel by car the school is expanding and the future number is unknown.
- The new site is some way from its present site and catchment.
- This number of staff and pupils would put strain on local bus and train services at peak times.
- The noise level from 480 pupils in a residential area would be immense.
- Local residents have no possibility of benefitting from this development as the school is for students living in Marylebone.
- It is stated that pupils will be taken by double decker bus to sports facilities – there are currently no buses this size on nearby roads and this will add to disruption.
- The four storey nature of the building will be imposing and completely out of keeping with the current residential buildings.
- The area is at risk of total over-development, the current residents suffer with noise, traffic, privacy and parking being constantly eroded.

Cllr Shaw raised the following points:

- Unacceptable impact of traffic and pollution on the area from a school which is not for Brent residents
- There are a number of major developments in the area which will also add to this.
- Transportation has not provided any solutions to date.
- Extra buses will be needed which will add to the chaos.

INTERNAL

Transportation Unit

The Council's Transportation Unit raise no objection to the application. Advice on bus capacity should be sought from TfL - see paragraph 22 in 'Detailed Considerations'.

Landscape Design Team/Tree Officer

The submitted details are generally considered to be acceptable though specific methods and construction should be agreed with the tree officer prior to any commencement on site and overseen.

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- London Plan 2015
- London Borough of Brent Core Strategy 2010

- London Borough of Brent Unitary Development Plan 2004 ('saved' policies)
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development
- Brent s106 Supplementary Planning Document

DETAILED CONSIDERATIONS

1. BACKGROUND
2. The current application seeks planning permission for the provision of temporary buildings and other facilities, including a multi-use games area (MUGA) on the existing site in order to enable Marylebone Boys School to relocate to the site for a temporary period of two years. The school hope to relocate to the subject site whilst their new permanent site, located in the Paddington Basin development, is constructed. The temporary period will allow occupation of the site for two years (24 months) ending in September 2018, the permission would also include the requirement that the temporary building be removed.
3. The school needs to leave the Priory Park Road site as with a new form of entry in September 2016 the school would outgrow the building. The proposed school building which is the subject of this application would accommodate up to 480 boys, consisting of four year groups. The school currently accommodates up to 240 children which would increase to 360 in September 2016 and 480 in September 2017.
4. The site was recently utilised temporarily by the Swiss Cottage SEN School for pupils with a wide range of learning difficulties and other associated needs and disabilities catering caters for approximately 164 pupils, ranging from 2-16 years of age. The SEN school was located on this site while a new permanent building was constructed on its original site in Camden.
5. Additionally, the recent hybrid application considered by Planning Committee in January was granted planning permission, subject to a legal agreement, for a new permanent school on the site. This was granted in outline form only with details of "appearance", "scale", "layout" and "landscaping" being reserved though the principle of a new vehicular and pedestrian access from Brondesbury Park were agreed. A condition was also attached that without the prior written approval of the LPA by a separate planning permission the site shall only be used for the purposed of a special educational needs school, in order that potential transport impacts of any use could be fully considered. The current application is a stand alone full application for a temporary school and all aspects of the proposal are considered in their own right in the report below.
6. THE PRINCIPLE
7. The proposed occupation of the site would involve the demolition of the remaining building on the site and the erection of a part three and four-storey building. Other facilities to be provided include a fenced multi-games area (MUGA), car and cycle parking spaces, creation of vehicular and pedestrian access, boundary alterations and hard and soft landscaping.
8. The site has been in various school/nursery related uses and the recent application supported the principle in outline form of the development of this site for a permanent SEN school, as such the principle of the use is established and supported.
9. In terms of wider community access the school has committed to enabling the building to be used by local community groups etc. during out of school hours. Following this, Marylebone Boys School have prepared an outline strategy document and typical community use activities envisaged include:
 - Sports, art and community development
 - Adult education
 - Organised club use
 - Block bookings
 - Casual one off special events
10. A condition is recommended to secure this access.
11. TRANSPORTATION

12. *Parking*

13. The site is located within Controlled Parking Zone “KS”, which operates between 8am and 6.30pm Mondays to Fridays. Extensive dual-use (i.e. residents parking and pay and display) bays are available along the northern side of The Avenue and both sides of Christchurch Avenue. The Council's Transportation Unit have confirmed that the area is not generally designated as being heavily parked, either during the day or overnight. Public transport access to the site is moderate (PTAL 3), with Brondesbury Park and Kilburn stations and two bus services within walking distance of the site.
14. Car parking allowances for educational use are set out in standard PS12 of the adopted UDP 2004. This allows up to one car parking space per five staff, plus 20% for visitors. The staffing total is estimated to peak at 50 in the final year of the permission, meaning up to a maximum of 10 off-street parking spaces would be allowed. Three spaces are proposed, including a wide bay for disabled Blue Badge holders, so standards for general and disabled parking as proposed are acceptable in terms of the standard. Potential staff parking demand is discussed in para. 16 below.
15. In order to assess any impact from short-term parking by parents at the start and finish of the school day surveys of travel patterns amongst the existing 24 staff and 121 pupils at the Kilburn site have been undertaken. These showed 80% of pupils travelling by public transport, 8% by foot and 5% by bicycle/scooter, leaving just 7% travelling by car (the majority of whom car share). The high proportion of pupils travelling by non-car modes is reflective of the age range of pupils (11+). The school is envisaged to grow, with the addition of a new form each September, to a final capacity of 480 pupils in 2018, this would amount to 34 pupils travelling to and from the site by car in about 21 vehicles. With breakfast and after-school clubs being provided, the arrival and departure rates would be spread over a wider time frame, whilst car-borne pupils would also be likely to walk the last part of the journey to the site (rather than being escorted to the gates as happens with younger children). As such, officers are satisfied that short-term parking to set down pupils would be dispersed over a sufficiently large area and timeframe to be able to be safely accommodated within pay and display bays on the adjoining streets, which are not identified as heavily parked during the day or overnight.
16. The staff surveys suggest that 76% of staff travel by public transport, 10% walk and 10% cycle, leaving just 4% travelling by car. For the final staffing total, this would equate to two cars, which could be accommodated within the small car park within the site. The presence of the site within a CPZ will prevent long-term over spill parking by staff on surrounding streets, so there are no concerns over staff parking on-street. General visitors would be able to make use of on-street pay and display bays in the vicinity of the site.
17. Access to the small car park is proposed via a 5.5m wide driveway with gates from Brondesbury Park at the southern end of the plot. As with the previous SEN school proposal, this emerges at the location of a bus stop, which is not acceptable. An alternative position for a shortened bus stop further south outside the adjoining Marada House was therefore previously identified and agreed with London Buses and Brent's Transportation Unit. This location will displace on-street parking spaces though and these are to be re sited in the location of the existing bus stop, which will also allow the number of spaces to be increased from three to four. All associated alterations to the bus stop, shelter, bus stop markings, parking bays, pay and display machines and other street furniture will need to be met by the applicant as part of the costs of providing the site access, including the cost of amending Traffic Regulation Orders. Subject to this agreement the location of the proposed access is acceptable and adequate vehicular and pedestrian visibility splays are provided.
18. Servicing and delivery vehicles are also expected to use the proposed vehicular access to the site to access the playground area, where they will be able to unload and turn within the site (with tracking provided to show that this is possible). This is welcomed in terms of keeping deliveries and refuse collection off-street, but as stated in the Transport Assessment, deliveries will need to be managed to occur only before 7am and after 5pm to avoid conflict with children.
19. Standard PS16 requires at least one bicycle parking space per 10 staff/pupils, giving a requirement for 53 spaces. A secure storage compound alongside the playground has been indicated for 66 bicycles and scooters, with a further four bicycle stands alongside the main building entrance, which more than meets standards.
20. The main pedestrian access is proposed from Christchurch Avenue, which as the less busy road frontage is welcomed. There are existing Car Club spaces in front of the main entrance, which is not ideal, but as a temporary facility for older children, this arrangement is not considered critical to the

acceptability of the proposal. For a permanent school if the same arrangement was proposed adjustments to parking bays and for SCHOOL KEEP CLEAR markings should be considered. It is noted that school children warning signs are already in situ along Brondesbury Park.

21. *Transport Impact*

22. At full capacity in 2018, the school is expected to generate just two car movements in each peak hour by staff, with 21 arrivals and departures in each peak hour by pupils' parents (some of whom may be passing close to the site anyway on their journey to work). Compared to existing daily flows on Brondesbury Park and Christchurch Avenue, the increase in traffic would be less than 2%, as such the proposal does not give rise to any concerns regarding traffic impact on nearby road junctions in the area. The estimated volume of pupil trips to and from the site by bus in each peak hour is however quite high, the most notable being on the route 316 where an additional 20 passengers per bus would be anticipated based on an analysis of the pupils postcodes. Officers have not been supplied with information regarding existing bus capacity, TfL have been consulted on this point and their response is awaited. It may be that the additional capacity may put some strain on existing services on this one specific route however this is not considered to be of such significance to warrant a refusal particularly given that the use proposed is temporary. The EFA have advised that the government has made funding available for the enhancement of public transport services in relation to Free Schools so it is possible that this resource would be available should a capacity issue be identified.

23. *Travel Plan*

24. In order to minimise future traffic emissions in the area, improve travel awareness and promote active and healthy travel, a School Travel Plan has been submitted for the development. This sets out a wide range of measures (promoting sustainable transport through newsletters, induction packs, notice boards etc.), promotion of car sharing, personalised travel planning etc. to be implemented and managed by a named Travel Plan Co-ordinator, with the Travel Plan aiming to receive TfL STARS accreditation. The Travel Plan aims to reduce the proportion of journeys to and from the site by car to 6% for pupils and 3% for staff (down from 7% and 4% respectively) within 12 months, with the staff modal share by bus aiming to increase to 15%. Targets are to be reviewed again following the undertaking of the initial survey at the new site. The overall span of the Travel Plan is five years, beyond the proposed temporary use, to also cover the future move to the new Paddington Basin site and this long term view is welcomed. The School Travel Plan is considered to be acceptable in its current form and its implementation can be secured by condition as the proposal is temporary in nature.

25. *Construction Management*

26. A construction management plan for the development has been submitted with the application and reviewed by Highways officers. The document sets out how construction works and associated traffic will be managed during the course of the works. Proposals include that deliveries will be pre-booked 24 hours in advance to ensure they are ready to be received and's timed to avoid morning rush hour. The construction will utilise pre-fabricated units meaning that 80% of construction work is undertaken off-site. The units will be delivered in batches of 20 and brought onto the site via the proposed Brondesbury Park access as such no on-street loading bay is required. In terms of the constructions of the adjoining housing sites, this would be envisaged from Christchurch Avenue and The Avenue frontages respectively.

27. URBAN DESIGN

28. The scale and massing of the building has been designed to respond to the two separate road characters that it fronts. On Christchurch Avenue adjacent to Willow Court the building is proposed to be three storeys whilst this steps up to four storeys away from Willow Court just for the width of the stair well and remains at this height on Brondesbury Park, stepping down again to three where its neighbour is the five storey Marada House. The Brondesbury Park elevation drawing shows that the height of the two adjacent buildings is very similar.

29. The building line also responds appropriately to both street frontages. The building follows the main building line of Willow Court, with a forward projection for the stair well though this is more shallow than Willow Court's front gable projections. On Brondesbury Park the building follows the strong established building line of Marada House and as this is at a slight angle to the road the building becomes steadily closer to the front boundary, towards its northern end it steps in by approximately 2.5m maintaining a reasonable set back from the boundary and preventing the building from having an overbearing impact

on the street scene.

30. The school does not project up to the corner of the site at the junction as this is the area of retained trees discussed in more detail below.
31. The elevational detail is very simple given the temporary nature of the building and its modular construction. It has however been ensured that the fenestration is positioned uniformly throughout the elevations to establish rhythms. The cladding is a wall panelling system in a light and a dark grey which is a similar colour palette to that used for the previous temporary SEN school. White window frames are proposed with white panels between adding another colour variation to the elevations. The applicant has provided a useful visual representation of the proposed building showing the material variety. This visual omits the trees but in reality the large existing street trees and the trees which are to be retained and protected at the north west corner of the plot provide a substantial screen to the site so that only partial elevations will be visible to passers by.
32. In terms of boundary treatments, the applicant intends to replace the existing vertical timber board fencing with a new fence to match and maintain the existing wall.

33. IMPACT ON ADJOINING OCCUPIERS

34. As with the front building lines the depth and footprint of the building has been designed to minimise impact on residential neighbours. Adjacent to Willow Court on Christchurch Avenue the building is set off the boundary by 1.7m and the rear elevation projects just 1m further than Willow Courts rear elevation. At 4.8m away from the boundary the rear projection increases to a depth of 3.5m beyond Willow Courts rear elevation, this part of the building is limited to three storeys in height and results in an acceptable relationship.
35. The four storey part of the building which fronts Brondesbury Park is 21.7m in depth and its rear elevation is 10.8m away from the side boundary of Willow Courts rear amenity space and car parking area. This relationship achieves an angle of approximately 47 degrees from a heights of 2m at the curtilage of the site. SPG17 recommends development fall within an angle of 45 degrees from the rear site boundary in order to manage the relationship on the rear facing windows and amenity space, development to the side does not have a direct impact on outlook and given the only very slight increase on the 45 degree guidance the relationship is not considered to be overbearing.
36. A daylight/sunlight report has been submitted which explores the relationship of the proposed school and the open space to the rear of Willow Court and finds that the majority of the softlandscaped area would achieve at least 2 hours of sun, modelled on 21st March, exceeding BRE's 50% guidance.
37. Marada House to the south east of the site has an elevation close to the southern site boundary with windows which could be directly affected by the proposed building. The front block of Marada House is less than 1m in from the boundary on average and the proposed school is set 11.7m away from the boundary. The rear projection of Marada House is 4.5m or more in from the boundary while the proposed school at this point would maintain a 10.3m set in. As such the school is providing a generous buffer between itself and Marada House which relies on space outside of its own site for light and outlook.
38. The Marada House windows facing the site are not within 90 degrees on south and as such the assessment of impact is of daylight rather than direct sunlight. The daylight report identifies 34 windows on the facing elevation which could be affected by the development and the impact of the development was assessed using the vertical sky component measurement which assesses the visible sky from the centre of the window. The recommended level is 27 percent, three were found to have levels below this currently and six more would reduce to no lower than 23.24%. Where the level reduces to no lower than 80% of its original level the guidance sets out that the impact would be negligible and the results show five of the 34 windows would experience a reduction to no lower than 65.6%. These are to rooms at ground and lower ground floors, the window arrangement doesn't appear to tally exactly with available approved plans of the site however the consultants have surmised that three of the windows belong to a bathroom or secondary room i.e. secondary bedroom, while the two remaining windows are thought to be to habitable rooms in the rear projection part of Marada House.
39. In summary given that the existing site is undeveloped and the proposed building is three to four storeys it is natural that there will be some level of impact on adjacent windows and due to the proximity of Marada House windows to the site boundary they are susceptible to this impact. However the proposed

school has provided a generous set in and has stepped down its height to mitigate the impact and it would be unreasonable to expect a smaller development still when Marada House has maximised development within its own site. The impact on two habitable room windows is marginally greater than recommended. However the layout of units that officers have seen shows that units are dual aspect and, the relationships as discussed above are on balance considered to be acceptable and would not warrant a refusal.

40. In terms of general noise and disturbance, it is inevitable that occupation of the site will give rise to some increase in relation to the existing situation during school hours, particularly at play times. However, it should be noted that the site can lawfully be used as D1 and could be reoccupied at any time for such a purpose. Overall, it is not considered that the proposal would generate unreasonable noise disturbance to neighbouring occupiers.

41. RELATIONSHIP OF PROPOSED SCHOOL WITH ADJACENT DEVELOPMENT SITE

42. The application considered for the wider site at Planning Committee in January encompassed the site to the north east of Willow Court which is to the north west of the proposed games area and the wider site to the east. These are two distinct housing sites in the application. Whilst it may not be ideal to have construction works adjacent to the school site it is at least possible for the work to be undertaken without needing access from the school site.

43. The one requirement of this current application site in terms of the construction of the wider site is for the provision of a connection for future services shown on the site plan under the rear of the games area and cycle parking area. The timing of this will need to be agreed by the various parties.

44. TREES

45. A detailed tree survey has been submitted with the application and identifies the retention and protection of category B trees at the north west corner of the site and the removal of lesser quality category C trees which are dispersed over the site.

46. Additional tree planting is also proposed at the site boundary with Willow Court and the balance of loss, replacement and retention of the best quality trees is accepted.

47. Along the southern boundary within root protection areas (RPAs) it is proposed that hard standing would be constructed over existing pavement without excavation of the existing hard standing. Within the root protection areas at the north west of the site the hard surfacing will be constructed without excavation of existing soil.

48. The school building is likely in part to impact on tree canopies and any work required to trees as well as the step by step methodology to ensure the protection of roots during construction needs to be agreed in advance with the borough's tree officer and overseen by a qualified person, as does all work within root protection areas.

49. NEIGHBOUR COMMENTS

Neighbour objection	Officer comments
Impact on already difficult parking for local residents	Para's 15-16
The school will be disruptive even if only for 2 years – the previous application was for a limited number of children from Brent who would be bussed in so there would be minimal disruption.	The construction management plan seeks to minimise disruption during the development and the highways section sets out a full assessment of the management of movements to and from the site.
The proposal is for 480 children making their own way, while 6% currently travel by car the school is expanding and the future number is unknown.	The Travel Plan and its targets will apply to all future students.
The new site is some way from its present site and catchment. Local residents have no possibility of benefitting from this development as the school is for students living in Marylebone.	While further consideration may be necessary is the proposal was permanent the use of the site for 2 years does not disadvantage Brent pupils as the site is not in immediate demand otherwise.

This number of staff and pupils would put strain on local bus and train services at peak times.	Para. 22
The noise level from 480 pupils in a residential area would be immense.	Para. 40
It is stated that pupils will be taken by double decker bus to sports facilities – there are currently no buses this size on nearby roads and this will add to disruption. Extra buses will be needed which will add to the chaos.	Para. 20
The area is at risk of total over-development with the current residents suffer as noise, traffic, privacy and parking are being constantly eroded. There are a number of major developments in the area which will also add to this.	Para. 22
Transportation has not provided any solutions to date.	Transportation impacts are summarised in para. 22

SUSTAINABILITY ASSESSMENT

As a temporary building it is not realistic to expect that the sustainability standards expected of permanent buildings be achieved for both practical and viability reasons. However the submission sets out a number of measures designed to reduce energy consumption, these points are positive and demonstrate that consideration has been given to sustainability:

- Lighting - motion sensors will be fitted throughout to ensure lighting only turns on when the rooms are occupied.
- Windows - double glazed sealed units achieving a 'U' value of 1.6 w/m²k.
- Natural ventilation is proposed for the classrooms (other than where additional ventilation is required for science experiments)

For permanent buildings applicants are required to work through the Lean, Clean and Green requirements set out in the London Plan to achieve the necessary carbon reduction levels. Officers are of the opinion that the applicant can provide further detail on Lean measures in particular:

- Materiality and Fabric
- Low energy Lighting
- Heating and cooling

The applicant has been asked to consider these points if they have not already and to provide additional detail. Further information will be provided in a supplementary report to planning committee.



Brent

DECISION NOTICE – APPROVAL

Application No: 16/0169

To: Kieran Porter
HPA Architecture Ltd
Unit 4, Seagoe Industrial Estate
Craigavon
BT63 5QS

I refer to your application dated 14/01/2016 proposing the following:
Demolition of existing single storey nursery building and erection of a part three part four storey building to provide educational accommodation for use by Marylebone Boys' School for a temporary period of 2 years until September 2018, with associated works to include fenced multi-games area (MUGA), car and cycle parking spaces, creation of vehicular and pedestrian access, boundary alterations and hard and soft landscaping
and accompanied by plans or documents listed here:
See condition 2
at Land at the Junction of Brondesbury Park & Christchurch Ave, Christchurch Avenue, London

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services

- 1 This permission shall be for a limited period, expiring on 30th September 2018 after which the buildings and works hereby approved shall be removed and the property reinstated in accordance with details and a timetable to be submitted to and agreed in writing by the Local Planning Authority prior to 30th September 2018.

Reason: The development is of a temporary nature which the Local Planning Authority would not be prepared to approve other than for a limited period, having regard to its construction and effect on the visual amenity of the area.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

SD001 A
PD005 D
PD006 A
PD010 C
PD011 C
PD015
PD020 A
PD021 A
PD022 A
PD030 A
PD031 A
2345/15/B/3A
2020-MBS-VSP-A
Design & Access Statement
Planning Statement
Ventilation & Extraction Statement
Proposed Temporary Relocation Marylebone Boys' School Travel Plan December 2015
Marylebone Boys School Tree Survey Issue 1 December 2015
Marylebone Boys School Construction Management Plan

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The Proposed Temporary Relocation Marylebone Boys' School Travel Plan December 2015, submitted as part of the planning application shall be fully implemented in all respects unless prior written agreement is obtained from the Local Planning Authority.

Reason: In the interests of local highway conditions and sustainable transport

- 4 Tree protection works shall be carried out in accordance with the submitted details contained in the Marylebone Boys School Tree Survey Issue 1 December 2015 unless otherwise agreed in writing with the Local Planning Authority. No less than one week prior to the commencement of work within root protection areas the developer shall notify the LPA's Tree Protection Officer to approve the proposed methodology and its implementation on site. Details to be submitted shall include:
- Installation of temporary hard surfacing for root protection (a full and detailed methodology of the specific system to be used including details of its construction).
 - Details of permanent paving shown on frontage along with a statement describing the current condition of the surface and its current permeability and load bearing qualities. This will be used to inform the Council as to any negative impact the additional layer may have on the ability of tree roots to metabolise. A detailed construction methodology should also be provided in order to demonstrate that the current surface will not be damaged or breached during addition of paving.

All work within RPA's must be supervised by a qualified Arboriculturalist. The project arboriculturalist shall sign off each stage of work where it encroaches on the RPA's of retained trees and keep a photographic journal of each of the construction phases within RPA's to be made available to the LPA on request.

If any trees within the site show signs of damage during the lifetime of the development they shall be suitably replaced or otherwise compensated for on or off site in accordance with details agreed in writing by the LPA.

Reason: To ensure that the development does not cause harm to existing trees on site, some which are subject to a Tree Preservation Order

- 5 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works (including species and plant sizes) shall be submitted to and approved in writing by the Local Planning Authority within 3 months of the commencement of works. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-
- Tree species, size (minimum tree size of 18-20cm advanced nursery stock) and exact location along with details of tree pit type and maintenance/watering regime.
 - further details of all hard landscape works and proposed materials for this;
 - details of the proposed arrangements for the maintenance of the landscape works.

Any trees, or other planting, planted in accordance with the approved scheme which, within 2 years of planting are removed, die, become seriously damaged or diseased shall be replaced in the same location by trees of the same species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and in the interests of the visual amenity of neighbouring occupiers

- 6 All parking spaces, turning areas, drop off zones, vehicular accesses and footways indicated on the approved plans shall be constructed and permanently marked out prior to occupation of any part of the development, hereby approved, and shall be maintained as such unless agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety within the site and along the neighbouring highway.

- 7 The noise level of any ventilation/extraction systems together with any associated ducting shall achieve 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment shall be carried out in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. If the predicted noise levels of the plant exceed those specified within this condition, then a scheme of insulation works to mitigate the noise shall be implemented.

Reason: To protect that users of the surrounding area do not suffer a loss of amenity by reason of noise nuisance.

- 8 All new external work shall be carried out in accordance with details of materials set out within the approved documents.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- 9 Prior to the occupation of the building, a Sustainability Strategy shall be submitted to the LPA setting out how the applicant has used best endeavours to maximise the sustainability of the building through the London Plan's lean, clean and green hierarchy.

Reason: In the interests of environmentally sustainable development.

- 10 A scheme detailing water efficiency and management measures , including measures to limit the use of water, together with rainwater harvesting and grey-water re-use, shall be submitted to and approved in writing by the Local Planning Authority within three months of the commencement of the works. The development shall be carried out in full accordance with the approved details.

Reason: To ensure a sustainable development.

Any person wishing to inspect the above papers should contact Liz Sullivan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5377

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016

15/0406

SITE INFORMATION

RECEIVED: 3 February, 2015

WARD: Kilburn

PLANNING AREA: Kilburn & Kensal Consultative Forum

LOCATION: College of North West London, Priory Park Road, London, NW6 7UJ

PROPOSAL: Retention of a 2.4 m high fence with associated doors to the building

APPLICANT: Education Funding Agency

CONTACT: DTZ

PLAN NO'S: See condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_120296

[When viewing this as an Hard Copy](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/0406" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

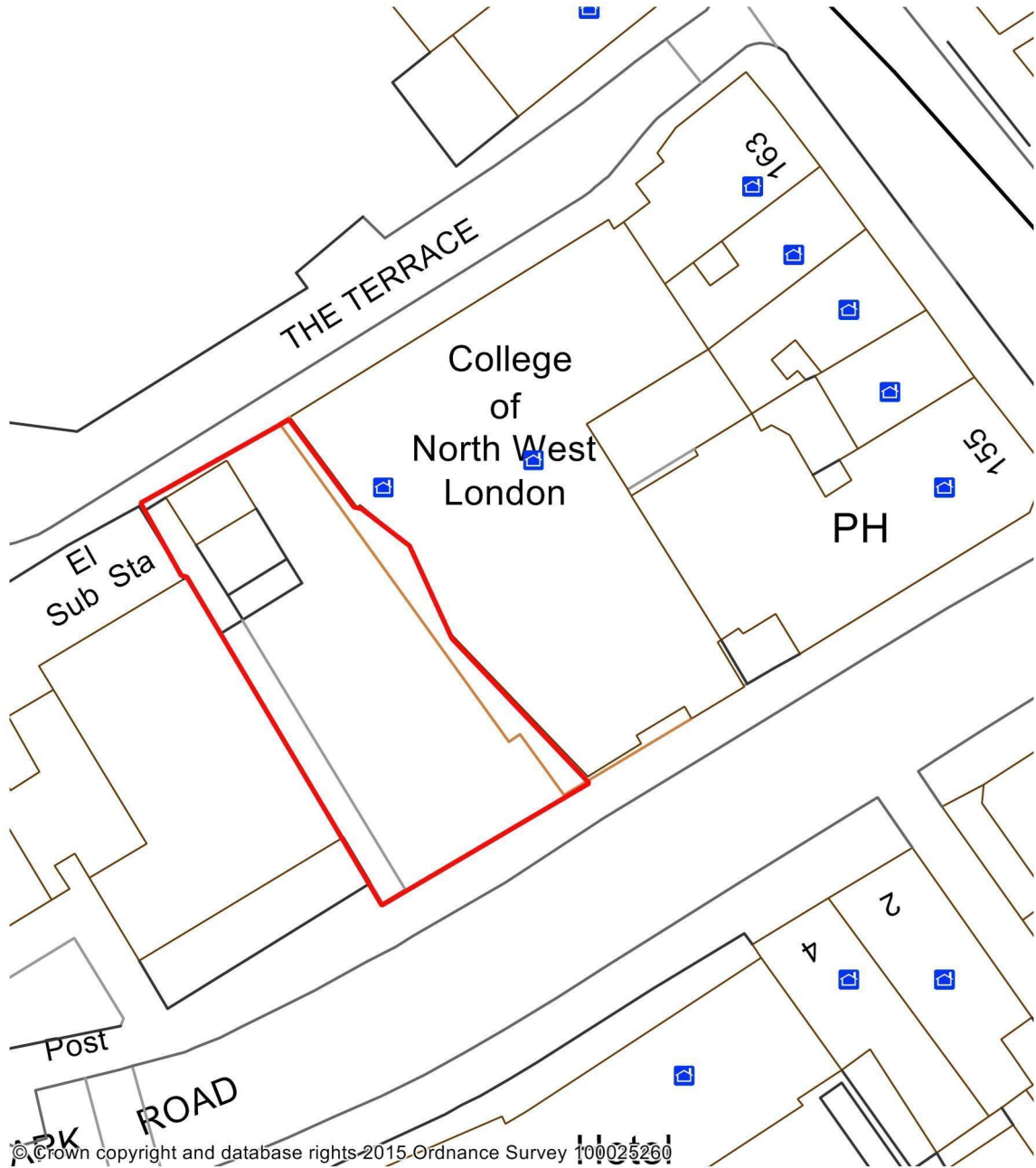
SITE MAP



Planning Committee Map

Site address: College of North West London, Priory Park Road, London, NW6 7UJ

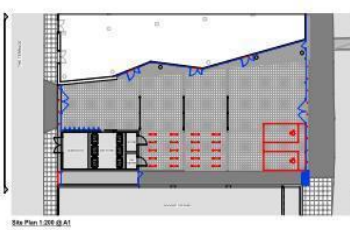
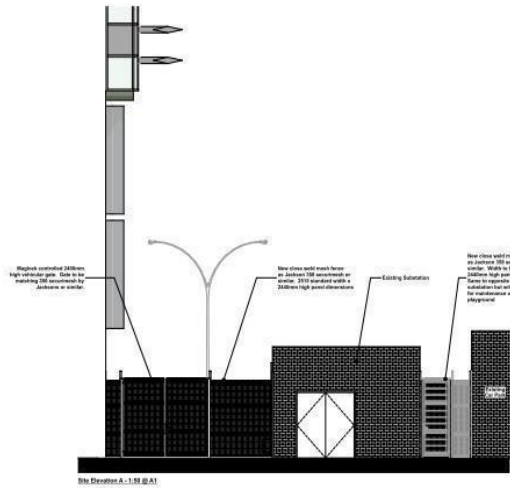
© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

Proposed Elevations



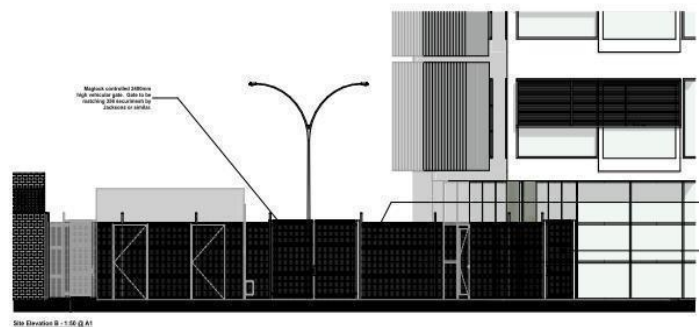
GENERAL NOTES

THIS DOCUMENT IS ISSUED BY TRISTAN BRYAN ARCHITECTS LTD. WHICH HAS NO LIABILITY FOR ANY DAMAGE TO PERSONS OR PROPERTY ARISING FROM THE USE OF THIS DOCUMENT.

■ Red lines show elements to be removed/changed
■ Blue lines show elements to be added/proposed

Site Plan 1:200 @ A1

— CS Blue Site Boundary
— CS Red Site Boundary



P1 (Proposed) Block - 10/11/2017	Scale	1:50	Date	10/11/17
P2 (Existing) Block - 10/11/2017	Scale	1:50	Date	10/11/17
P3 (Proposed) Block - 10/11/2017	Scale	1:50	Date	10/11/17

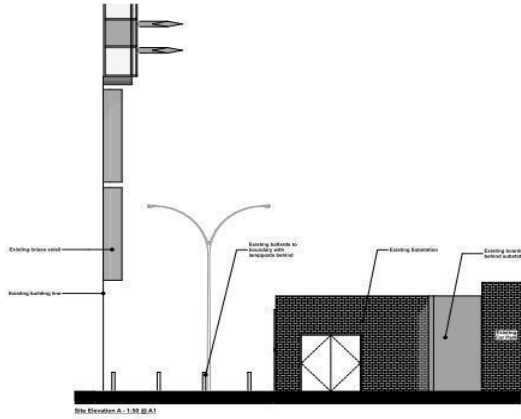
Bond Bryan Architects
 175-180, Great North Road, Dublin 15, D15 XE28
 Tel: +353 (0)1 852 3001 | www.bondbryan.com
 Email: info@bondbryan.com | info@bondbryan.com

Kilburn Schools
 EC Harris

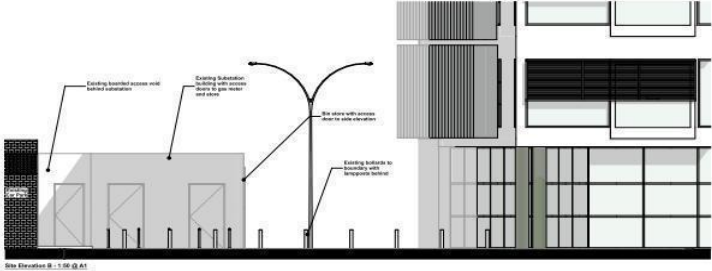
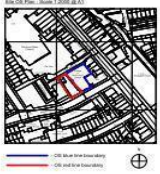
Proposed Site Elevations
 Scale: 1:50 @ A1
 Date: 10/11/17

KSP - BBA - 20 - GF DR A - 03061 | S2 - P3

Existing Elevations



GENERAL NOTES
 1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 2. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.
 3. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE SPECIFIED.



PT: 10/1/2014
 10/1/2014
 10/1/2014

Bond Bryan Architects

155-102 Queen St. West, Suite 1000, Toronto, ON M5H 2M2
 Tel: (416) 593-7444 Fax: (416) 593-7445
 www.bondbryan.com
 info@bondbryan.com

Kilburn Schools

EC Harris

Existing Site Elevations

Project No: 1500 @ A1
 Drawing No: 1500 @ A1
 Date: 10/1/2014

KSP BBA 20 GF DR A 03002 S2 P1

This document is the property of Bond Bryan Architects. It is not to be distributed, copied, or used for any other purpose without the written consent of Bond Bryan Architects. The copyright for this document is held by Bond Bryan Architects.

RECOMMENDATIONS

Document Imaged

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The application proposed the retention of a 2.4 m high metal mesh fence painted dark blue with pedestrian and vehicular gates, in order that the open area may be used as an informal playground for the Marylebone Boys School. The disabled parking bays are to be removed as are the cycle hoops, which will be re-provided as vertical cycle racks. The lighting columns are to be retained.

B) EXISTING

The application site is located on the north side of Priory Park Road near its junction with Kilburn High Road and concerns a private paved space to the front of a building occupied by the Marylebone Boys School (formerly occupied by the College of North West London). Access to the paved space is from both Kilburn Park Road to the south and The Terrace to the north. Marylebone Boys School forms the east boundary of this space. Residential properties are located to west of the site in the form of Ryde House, a ten storey building, which contains forty self-contained flats, which is located approximately twenty metres from the western boundary of the application site.

Until the fence which is the subject of this application was erected, this area provided access between Priory Park Road and The Terrace and was an area of open ground with 25 cycle parking hoops and demarked with bollards along southern and northern boundaries, some of which were removable to permit vehicular access including to two disabled parking spaces. There are three sets of lights on columns in the centre of the area.

This area also contains an electrical substation found on The Terrace side of the site. A narrow strip of land consisting of vegetation runs parallel to the area of open space located on the left hand side when viewed from Priory Park Road which continues to the electrical substation.

The application site is not located within a conservation area nor does it contain any listed buildings.

C) AMENDMENTS SINCE SUBMISSION

D) SUMMARY OF KEY ISSUES

1. Principle of fencing this area
2. Impact on residential amenity of the new use of the area
3. Design of the fence
4. Transport & Highways

RELEVANT SITE HISTORY

11/3364 – REF

Demolition of 2-12 Priory Park Road [inclusive] (currently accommodating a HMO and a 79 room/ 198 person hostel) and erection of a proposed 6 storey building (plus basement), accommodating a 178 room/ 351 person hostel, with associated communal facilities at ground and lower ground level, and landscaping works.

08/2254 – GTD

Internally illuminated fascia to Priory Park Road elevation of Kilburn Centre and 2.4 metre high free-standing, double sided monolith sign (as per CNWL letter dated 7 October 2008).

06/3645 – GTD

Details pursuant to condition 3 (walls & fencing) 7 (cycle parking) and 8 (landscaping) of full planning permission 04/3362, dated 13 January 2005, for erection of a part 3-, part 5-storey building, with basement for teaching and ancillary activities (Use Class D1), to replace existing Kilburn college building, with main entrance off Priory Park Road (3234m² gross external area), together with disabled and cycle parking, a servicing bay and landscaping works on the car park and "Link Road" (as clarified by Planning Statement dated October 2004, Transport Statement dated October 2004 and Acoustic Report dated October 2004, letter dated 9 December 2004 and revised by plans and letter received on 14 December 2004)

05/1103 – GTD

Relocation of electricity sub-station for a temporary period of 18 months

04/3362 – GTD

Erection of a part 3-, part 5-storey building, with basement for teaching and ancillary activities (Use Class D1), to replace existing Kilburn college building, with main entrance off Priory Park Road (3234m² gross external area), together with disabled and cycle parking, a servicing bay and landscaping works on the car park and "Link Road" (as clarified by Planning Statement dated October 2004, Transport Statement dated October 2004 and Acoustic Report dated October 2004, letter dated 9 December 2004 and revised by plans and letter received on 14 December 2004)

03/3030 – GTD

Outline application for the erection of a lower ground and part five-storey building (Use Class D1) with main entrance off Priory Park Road (3,670m² floorspace - gross external) for teaching and ancillary facilities and the provision of disabled parking (as clarified by letters received on 2nd and 6th February 2004 and plans received on 6th February 2004)

CONSULTATIONS

Consultation period: 12/02/2015 – 05/03/2015

A total of eighty neighbouring properties were consulted. To date there have been eight objections which have raised the following concerns:

Objection	Response
Right of way	See paragraph 1.3 and 1.4
Traffic congestion	See paragraph 2.1 and 2.2
Noise	See paragraph 2.1 and 2.2
Use as a school	See paragraph 2.1 and 2.2
Works carried out before planning permission granted	Several objectors have raised concerns with the fact that firstly temporary fencing was erected to block off the area of previously open space and then secondly that this was removed and the proposed fence was erected. The matter was referred to enforcement and a case has been made. However this is awaiting the

final decision and outcome of the current application.

Note: BHP have withdrawn a previous objection

POLICY CONSIDERATIONS

NPPF (2012)

Core Strategy 2010

CP17 - Protecting and Enhancing the Suburban Character of Brent

Brent UDP 2004

BE2 - Townscape: Local context & Character

BE7 – Public Realm: Street scene

BE9 – Architectural Quality

PS15 - Standard for Wide Bay Parking

PS16 – Cycle Parking Standards

DETAILED CONSIDERATIONS

Key considerations

Your officers hold the key considerations in this application to be:

1. Principle of fencing this area
2. Impact on residential amenity of the new use of the area
3. Design of the fence
4. Transport & Highways

1. Principle of fencing this area

1.1 Your officers agree in principle that this area can be enclosed by fencing: it is not a public space and it does not serve any particular purpose as an area of visual amenity.

1.2 Despite this, the majority of the objections from nearby residents centre on the use of the area of open ground as a route by which residents of Ryde House would take their refuse, via Priory Park Road, to bin stores located on The Terrace.

1.3 This area of land is not currently a public right of way. It was the subject of an application for a public right of way submitted by Brent Eleven Streets Residents Association (BEST) on behalf of local residents, however the residents did not submit enough information with the original application and so this has not progressed. Residents were subsequently informed of the required information in the event that an application was to be submitted in the future. Following recent consultation with BEST, confirmation has been received that the residents group no longer wish to pursue the a right of way application in the future.

1.4 The failed application is not a reason to refuse planning permission. A future application for a public right of way would not be prejudiced in the event the fence were to be approved as the process is separate from the planning system. Moreover, Ryde House residents can gain access to the bin store area by walking around via St Julians and then a pathway leading to The Terrace. This route is only 30 metres longer than the

other route through the school yard area that is to be fenced off and as such your officers consider it not to be an overly excessive change for residents to access The Terrace and the bin stores.

2. Impact on residential amenity of the new use of the area

2.1 Concerns have been raised by objectors regarding noise from the yard, traffic congestion from parents picking up and dropping off their children and uses which are associated with the school. The use of the site has been established under planning permission 04/3362 which was approved on 13/01/2005. This permission sought to provide a D1 use class and did not contain any conditions restricting other D1 use classes including use as a school. The current use of the building as school which is within the D1 use class is therefore acceptable.

2.2 The nature of the use of the open space is likely to change with its current occupants and the fence is part of a plan for the school to use this space for their pupils. Your officers consider there is likely to be an intensification of activity if the area is used as playground however this activity is likely to be limited to relatively short periods of time during the school day. Further, the location of a one storey building between Ryde House and the application site acts a buffer between this space and the residential dwellings of Ryde House. In light of the fact the use of the premises is lawful under an earlier planning permission and the intensification is judged by your officers to be relatively minor in scale and impact, combined with the presence of a buffer zone, your officers conclude that any harm to residential amenity arising from enclosing this space with fences would be within acceptable levels.

3. Design of the fence

3.1 The proposed fence has a height of 2.4 metres on both the Priory Park Road and The Terrace side of the application site. With regard to the design and scale officers consider the fence to be an appropriate addition to the site in terms of its height and style and would not detract from the character of the adjacent buildings or street.

3.2. The design of the fence has also been assessed from a safety point of view. Your officers consider that the design will allow good visibility through the wire mesh to ensure that drivers of vehicles leaving the site can see pedestrians on the adjoining footways.

4. Transport & Highways

4.1. The application site is located within a Controlled Parking Zone and a single yellow line prevents daytime parking on-street along the length of the fenced area, with on-street parking prohibited at all times along The Terrace.

4.2. The proposal involves the removal of two disabled parking spaces. To satisfy standard PS15 it is considered that at least one wide bay for disabled parking should be retained and a condition is proposed to require this. If the demand exceeds this then Blue Badge holders can park within on-street bays in the area for unlimited parking, or the single yellow line on Priory Park Road to park for up to three hours. As vehicular access to the site is to be retained, then all redundant lengths of existing crossover onto Priory Park Road need to be removed at the applicant's expense and the kerbs returned to full height as a condition of any approval. This may also allow additional on-street parking bays to be provided along Priory Park Road.

4.3. Standard PS16 requires at least one bicycle parking space per ten staff/students for the temporary secondary school, with one space per 10 staff for any future primary school. As staffing and pupil numbers are not given, this is assumed to equate to about 30 spaces at present. The alterations to the proposed bicycle parking show the replacement of the 20 pre-existing 'Sheffield' stands with eight wall mounted stands, which appear to be 'butterfly' racks. Neither the quantity nor the design of such spaces would comply with Brent's standards and amended details of bicycle parking can therefore be secured as a condition of any approval.

5. Conclusion

5.1. Your officers are satisfied that the fence would not detract from the application site or street and would

not have a detrimental impact on the amenity of any neighbouring occupants. A decision to approve the retention of this fence would not prejudice any future application for right of way. Therefore your officers recommend that Members approve this application, subject to suitable conditions.



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/0406

To: Mr Neil Wells
DTZ
One Curzon Street
London
W1J 5HD

I refer to your application dated 03/02/2015 proposing the following:
Retention of a 2.4 m high fence with associated doors to the building
and accompanied by plans or documents listed here:
See condition 2
at College of North West London, Priory Park Road, London, NW6 7UJ

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment

Transport: in terms of sustainability, safety and servicing needs

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

03001 S2 P3

03002 S2 P1

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The redundant lengths of existing crossover along Priory Park Road shall be reinstated to footway with full height kerbs. The works shall be carried out at the applicant's expense, in compliance with a scheme to be submitted to and approved in writing by the Highway Authority, with the works carried out and completed in accordance with these approved details within a period of six months following the date of the planning permission hereby approved.

Reason: in the interest of highway conditions within the vicinity of the site

- 4 Prior to the commencement of development the applicant shall submit plans providing one disabled parking space within the enclosed fenced area. The disabled parking space shall be installed and maintained for the lifetime of the permission unless otherwise agreed by the Local Authority.

Reason: To ensure disabled parking standards are met within the site

Any person wishing to inspect the above papers should contact Barry Henn, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5232

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016

15/4496

SITE INFORMATION

RECEIVED: 8 October, 2015

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Land East of Victoria Centre, Acton Lane, London

PROPOSAL: Outline planning permission for erection six storey building comprising 103 self-contained one bed apartments as supported housing units (Use Class C2) with associated community facilities

APPLICANT: Montpelier Estates

CONTACT: Planning Co-Operative

PLAN NO'S: 0644/F25/001/ C
0644/F25/003/ A
0644/F25/L0/001/ I
0644/F25/L1/001/ G
0644/F25/L2/001/ G
0664/F25/L0/S03_rev-D

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case
https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124594

[When viewing this as an Hard Copy](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/4496" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

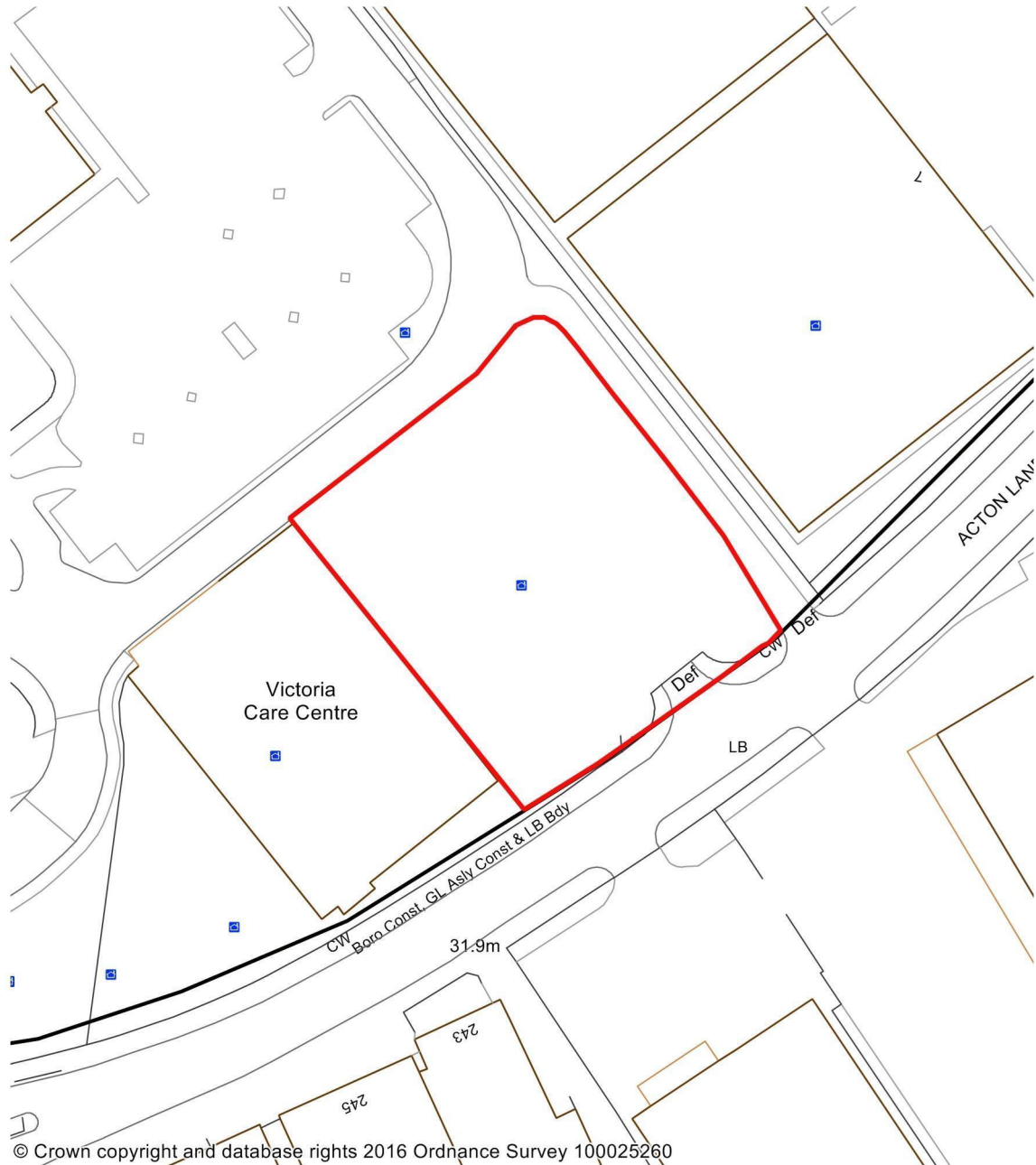
SITE MAP



Planning Committee Map

Site address: Land East of Victoria Centre, Acton Lane, London

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

Context elevations



① Front Elevation
1:200



② Rear Elevation
1:200

Elevations

STON LARIE
PARK ROYAL



① Elevation Front
1:200



② Elevation Rear
1:200



③ Elevation Side
1:200



⑥ Elevation Courtyard Side
1:200



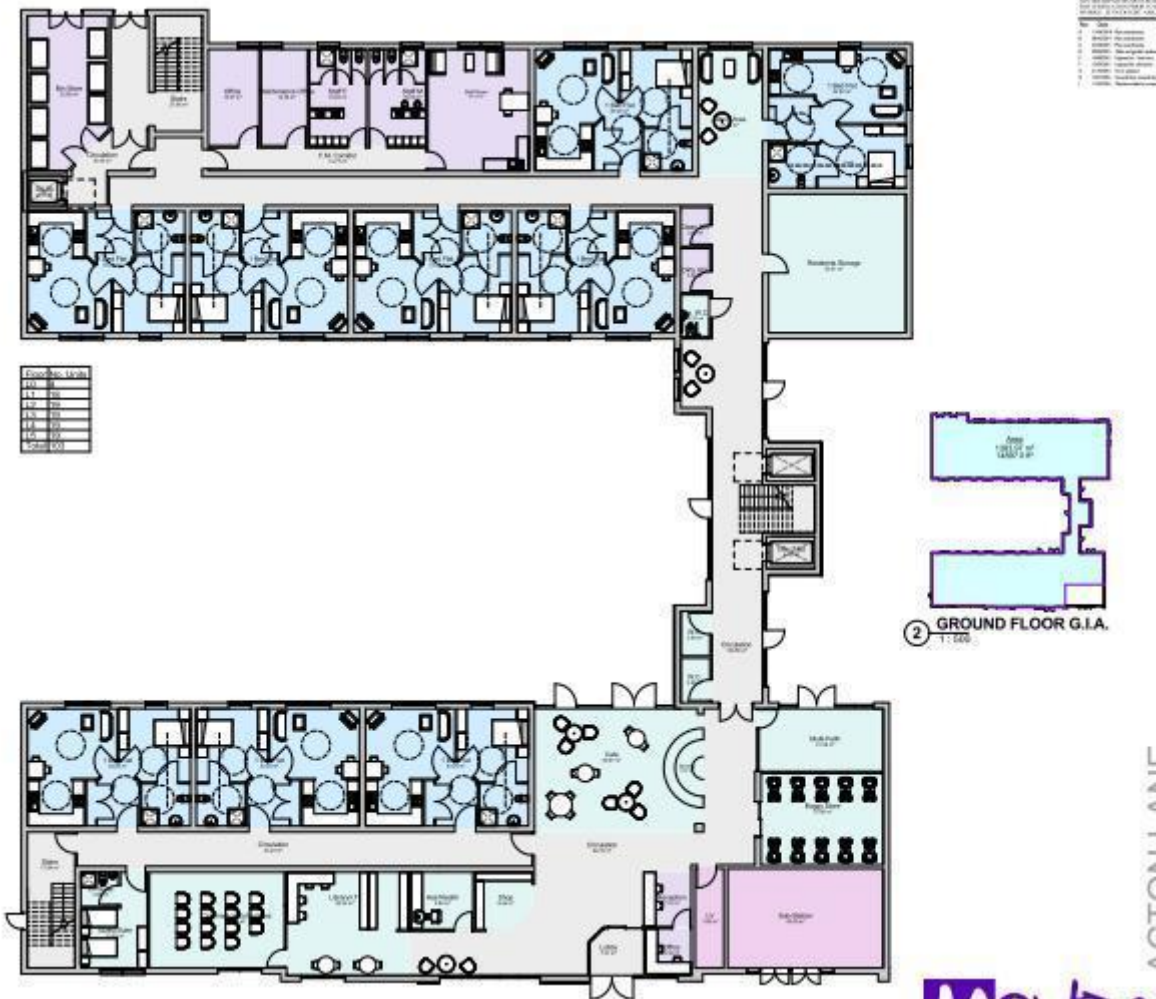
④ Elevation Courtyard 1
1:200



⑤ Elevation Courtyard 2
1:200

MONTROVIA

Ground Floor

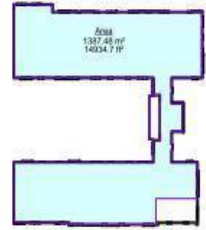


First floor

43 WORKING DAYS
 09:00 AM TO 05:00 PM
 09:00 AM TO 05:00 PM
 WORKING 24 HRS

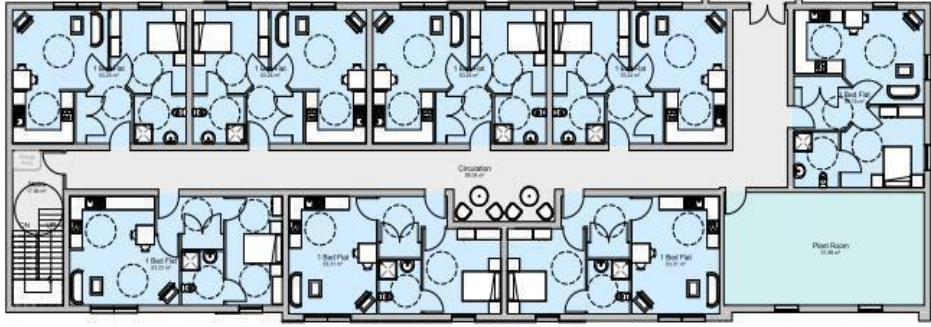


Floor	No. Units
L.0	0
L.1	18
L.2	19
L.3	19
L.4	19
L.5	19
Total	103



② FIRST FLOOR G.I.A.
 1 : 500

OR

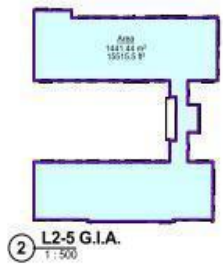


Second to Fifth Floors



Rev: Date
 A: 08/05/10 Rev. Issues
 B: 08/05/10 Rev. Issues
 C: 08/05/10 Rev. Issues
 D: 08/05/10 Rev. Issues
 E: 08/05/10 Rev. Issues
 F: 08/05/10 Rev. Issues
 G: 08/05/10 Rev. Issues
 H: 08/05/10 Rev. Issues

Floor/No. Units	Units
L2	81
L3	81
L4	81
L5	81
L6	81
L7	81
L8	81
L9	81
L10	81
Total	729



-5



Site Plan



RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Outline planning permission for erection six storey building comprising 103 self-contained one bed apartments as supported housing units (Use Class C2) with associated community facilities

B) EXISTING

The application site fronts Acton Lane and adjoins the car park and bus gyratory of the Central Middlesex Hospital to the rear of the site. It is situated near but not within the designated Park Royal Strategic Industrial Location. It forms a part of a site consisting of three adjacent plots for which planning permission was granted for the construction of three linked buildings comprising care facilities with retail / food and beverage units on the ground floor. The central building that was approved through that consent adjoins this site and has recently been completed (The Victoria Centre). The Victoria Centre consists of a care home with ancillary facilities.

C) AMENDMENTS SINCE SUBMISSION

D) SUMMARY OF KEY ISSUES

RELEVANT SITE HISTORY

14/2644 – Granted

Non material amendments as follows:

- 1) Reduction in height of windows from 1750mm to 1600mm.
- 2) Reduction in thickness of projecting elements of facade to 150mm.
- 3) Omission of timber effect spandrel panels & the introduction of metal effect panels.
- 4) Slight increase in height to Terrace parapet.
- 5) Omission of metal panels vertically between windows within projecting angled render element & the introduction of recessed grey render panel.
- 6) Feature panels to projecting curtain walling revised to opaque coloured panels with frame to match.
- 7) Transoms introduced to side returns of feature projecting curtaining walling.
- 8) Spandrel introduced to base of feature projecting curtain walling, to South West Elevation.
- 9) Curtain walling rationalised to North West Elevation .
- 10) Three small elements of solid render introduced to North East Elevation.
- 11) Number of windows to the North East Elevation revised from clear to opaque glazing.
- 12) Extent of timber cladding reduced to 2 storey element of the South West Elevation.

of full planning application reference 13/1296 dated 16/01/2014 for Erection of 9-storey building comprising 99 units of Extra Care Accommodation (Use Class C3(B)) with ancillary facilities, 754 square metres of Use Class A1/A3 Floorspace at ground floor, ancillary car parking and landscaping and subject to a Deed of Agreement dated 15.01.2014 under Section 106 of the Town and Country Planning Act 1990, as amended.

13/1296 – Granted

Erection of 9-storey building comprising 99 units of Extra Care Accommodation (Use Class C3(B)) with ancillary facilities, 754 square metres of Use Class A1/A3 Floorspace at ground floor, ancillary car parking and landscaping and subject to a Deed of Agreement dated 15.01.2014 under Section 106 of the Town and Country Planning Act 1990, as amended.

10/2164 – Granted

Erection of 3 linked buildings for mixed-use development on land next to Central Middlesex Hospital, to provide 891m² of retail/food & drink (Use Class A1 or A3) and 17,842m² of care & treatment or secure hospital floorspace (Use Class C2/C2A – residential institutions or secure residential institutions), with formation of refuse storage, loading bay, cycle storage, car-parking and associated landscaping and subject

to a Deed of Agreement dated 25th November 2010 under Section 106 of the Town and Country Planning Act 1990, as amended

10/2073 – Granted

Application for the approval of reserved matters relating to appearance, landscaping, scale and access, pursuant to condition 1 of planning permission reference 10/0140, granted 25/02/2010, which varied condition 10 of outline planning consent reference 08/1043, relating to the scale of the development.

(Outline planning consent 08/1043, granted 16/11/2009, was for erection of three linked buildings for mixed-use development on land next to Central Middlesex Hospital to provide up to 650m² of creche/primary health-care facility (Use Class D1), up to 2,160m² of retail (Use Class A1), up to 467m² of cafe/restaurant (Use Class A3) floorspace, up to 13,480m² of care and treatment facilities (Use Class C2/C2A - Residential Institutions/Secure Residential Institutions) and up to 5,370m² of Use Class B1(b)/additional care and treatment (Use Class C2/C2A), formation of refuse storage, loading bay, cycle storage and 32 car-parking spaces, to include 2 disabled parking spaces on ground floor and associated landscaping.)

10/0947 – Granted

Proposed non material minor amendments for the following:

- Wholesale minor internal adjustments to the Plot 2 layout in order to acknowledge current legislative requirements and operational needs of the Care Home on Plot 2.
- Plot 2 Bed numbers unamended at 115 beds. Building floor area slightly reduced as a consequence at ground floor. Slight enlargement of building at fourth floor level.
- Increases in height of plot 2 buildings of between 200mm and 300mm.
- Amendments to cladding and fenestration.

of Reserved Matters Permission reference 09/2415 dated 25 February 2010, for Approval of reserved matters relating to appearance, landscaping, scale and access of outline planning permission reference 08/1043

10/0140 – Granted

Variation of condition 10 (scale of the development) of outline planning permission reference 08/1043, granted on 16/11/2009, for the erection of three linked buildings for mixed-use development on land next to Central Middlesex Hospital

09/2415 – Granted

Approval of reserved matters relating to appearance, landscaping, scale and access of outline planning permission reference 08/1043.

Application 08/1043, dated 13/11/09 for erection of three linked buildings for mixed-use development on land next to Central Middlesex Hospital to provide up to 650m² of creche/primary health-care facility (Use Class D1), up to 2,160m² of retail (Use Class A1), up to 467m² of cafe/restaurant (Use Class A3) floorspace, up to 13,480m² of care and treatment facilities (Use Class C2/C2A) and up to 5,370m² of Use Class B1(b)/additional care and treatment (Use Class C2/C2A), formation of refuse storage, loading bay, cycle storage and 32 car-parking spaces, to include 2 disabled parking spaces on ground floor and associated landscaping.

08/1043 – Granted

Outline planning application for the erection of three linked buildings for mixed-use development on land next to Central Middlesex Hospital to provide up to 650m² of creche/primary health-care facility (Use Class D1), up to 2,160m² of retail (Use Class A1), up to 467m² of cafe/restaurant (Use Class A3) floorspace, up to 13,480m² of care and treatment facilities (Use Class C2/C2A) and up to 5,370m² of Use Class B1(b)/additional care and treatment (Use Class C2/C2A), formation of refuse storage, loading bay, cycle

storage and 32 car-parking spaces, to include 2 disabled parking spaces on ground floor and associated landscaping (matters to be determined: layout), subject to a Deed of Agreement dated 13/11/2009 under Section 106 of the Town and Country Planning Act 1990 (as amended)

CONSULTATIONS

Consultation period: 11/11/2015 – 02/12/2015

Thirty-seven neighbouring properties were consulted. To date no representations have been received.

Site notice erected - 18/11/2015

Stonebridge Ward Councillors notified

No objections

London Borough of Ealing

Transport related objection – the proposal would result in a detrimental impact to the road network and parking provision of the London Borough of Ealing.

In response to the transport objection from the London Borough of Ealing your officers are satisfied that the residents of the facility will not be in a position to avail of vehicles due to health reasons. In addition to this the staff and guests visiting the premises can avail of parking in the Central Middlesex Hospital carpark where pay and display services are available. The car park also has sufficient space for additional vehicles.

POLICY CONSIDERATIONS

NATIONAL

National Planning Policy Framework

REGIONAL

The Mayor of London
The London Plan 2015

The revised London Plan was adopted in July 2011 and sets out an integrated social, economic and environmental framework for the future development of London. Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities

- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing Noise

LOCAL

Brent Local Development Framework Core Strategy 2010

- CP1 Spatial Development Strategy
- CP2 Population and Housing Growth
- CP3 Commercial Regeneration
- CP5 Placemaking
- CP6 Design and Density in Placemaking
- CP12 Park Royal
- CP15 Infrastructure to Support Development
- CP16 Town Centres and the Sequential Approach to Development
- CP19 Brent Strategic Climate Mitigation and Adaptation Measures
- CP21 A Balanced Housing Stock

Brent Unitary Development Plan 2004

- BE2 Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for disabled people
- BE5 Urban clarity and safety
- BE6 Landscape design
- BE7 Streetscene
- BE8 Lighting and light pollution
- BE9 Architectural Quality
- BE12 Sustainable design principles

- H12 Residential Quality Layout Considerations
- H13 Residential Density
- H14 Minimum Residential Density
- H22 Protection of Residential Amenity

- EP2 Noise and Vibration
- EP3 Local air quality management
- EP5 Development affecting existing potentially polluting development
- EP6 Contaminated land
- EP15 Infrastructure

- TRN2 Public transport integration
- TRN3 Environmental Impact of Traffic
- TRN4 Measures to make transport impact acceptable
- TRN10 Walkable environments
- TRN11 The London Cycle Network
- TRN22 Parking Standards – Non-Residential Developments
- TRN23 Parking Standards – Residential Developments
- TRN34 Servicing in new developments
- TRN35 Transport access for disabled people & others with mobility difficulties
- Appendix TRN2 Parking and Servicing Standards

Brent Council Supplementary Planning Guidance and Documents

- SPG12 Access for disabled people
- SPG17 Design Guide for New Development
- SPG19 Sustainable design, construction and pollution control

DETAILED CONSIDERATIONS

Introduction

1. The application proposes the erection of a six storey building comprising 103 self-contained one bed apartments as supported housing units and associated community facilities that include a cinema/activity/hobbies room, a library/IT room, a hair/health room, a shop, a café, a buggy store and a multi faith room which are all located at ground floor level.

2. The application is for outline planning permission with the following reserved matters being sought for approval:

- Access
- Appearance
- Layout
- Scale

As this is an outline application, all matters other than those relating to access, appearance, layout and scale are to be approved within Reserved Matters application(s) or pursuant to condition of the planning consent.

3. As outlined in the 'History' section of this report the application site benefits from a previous planning consent granted outline permission under reference 08/1043 for the provision of C2 and C2a development. This proposal involved outline consent for three linked buildings consisting of Plots 1, 2 and 3 with the current application site occupying plot 3. As part of this proposal the C2 and C2a facilities were contained on the first and second floors of the four storey building.

4. The current proposal is a result of Brent Council's Adult Social Care and Housing departments New Accommodation for Independent Living (NAIL) scheme to develop Extra Care and supported living accommodation in order to provide alternatives to residential and nursing care homes. Extra Care Housing is based on the idea of independent and self-contained accommodation but with on site access to care and support services for a range of elderly people with needs such as currently living in residential care, learning disabilities, mild to moderate dementia and physical disabilities.

5. The 103 units consist solely of one bed roomed units which are 100% affordable. The justification for the units solely being one bed roomed is based on a previous development west of Victoria Care Centre called Visram House. Visram House, which lies just fifty metres from the application site, currently has fifteen two bed roomed units. Brent Adult Social Care have found through analysis of the need for Extra Care accommodation that a significant number of potential users are single. Therefore there is a genuine need for one bedroom units and if more two bed units were constructed this would then result in an over supply of two bed roomed units within the borough. The proposal is designed to meet the borough's identified needs.

Land Use Principles

6. The proposed use falls within the C2 use class – Residential Institutions, the principle of which was previously established during application ref: 08/1043, as outlined in the 'History' section of this report. In principle the proposed use of the site for supported housing units and ancillary community facilities is therefore supported by officers subject to normal planning considerations which will be set out in the following sections of the report.

Access

7. No off-street parking or vehicular access is proposed within the plot however a lay-by is proposed to be created at the rear of the building for servicing which is accessed via the access road between Acton Lane and the Hospital. A secure store for seven bicycles has been indicated along the eastern side of the building. Pedestrian access to the site will be via the main entrance on Acton Lane via the existing footpath which has a set back of 3.5 metres from the road. Your officers consider that the proposed access to the building would be satisfactory in terms of pedestrian safety and the fact that no on or off street parking is proposed would limit any impact on the flow of traffic in the area.

Appearance

8. Revised drawings have been submitted which have simplified the overall appearance of the building and in particular the façade. The windows on the front elevation create a uniform linear appearance that corresponds with each floor. The same can be said for the side and rear elevations which also exhibit this particular style.

9. During the course of the application the applicant was asked to consider the size of the windows and the possibility of increasing them in particular in the eastern block. However your officers have given consideration to the clientele that will be utilising the facility and the fact that the windows have been design with this in mind. Therefore on balance your officers consider that the slightly smaller windows would be acceptable in this case to meet the identified needs of the user groups.

10. In terms of the overall appearance your officers consider that the building would reflect the neighbouring building in terms of its overall form whilst providing a different design approach to the existing warehouses across the road which are large industrial units and do not exhibit any particular design style.

Layout

11. The proposed building occupies the majority of the site and consists of a central courtyard area which is then enclosed by the front and rear parts of the main parts of the building which is then connected by a central atrium consisting of the stairs and lifts. The proposal will provide active frontages along Acton Lane whilst leaving a 3.5 metre gap for the existing footpath.

12. The proposal includes one main entrance on Acton Lane which leads into the lobby area of the ground floor. There are also a number of larger windows which will provide natural surveillance of this area of Acton Lane. An existing substation will be accommodated in the corner of the building fronting Acton Lane. Whilst reservations were initially expressed about the substation and its siting within the building, it has been incorporated well into the front and side elevation. Consideration has also been given to the practicality of removing this feature which in this case would not be possible as the substation also supports the neighbouring Nursing Home and soon to be completed extra care home in Plots 1 and 2.

13. The ground floor has been revised to provide better utilisation of space and access. This has included better access to the landscaped area in the eastern block and also from increasing the frequency and size of the windows allowing views into the seating and landscaped area. The multi-faith room has also been reconfigured with the buggy store. The multi faith room now has access to the landscaped/seating area on the eastern side of the building which will allow more connectivity between this area and better utilisation of space.

Scale

14. The proposed building reaches a maximum height of six storeys and will be located to the immediate north-east of a nine and five storey building consisting of Extra Care Units in plot 1 and a nursing home for dementia care in plot 2. Beyond this there are a number of four storey warehouse units again located to the north-east of the site but separated by an access road leading to the car park of the Hospital. The proposal constitutes an increase in scale from the previously approved proposal which consisted of four storeys. However in terms of the recently constructed five storey and soon to be completed nine storey building the scale of the proposed six storey building would not be out of place in this location. There are also a number of large four storey warehouses located to the north-east which highlight the fact that taller buildings are located in this area of Acton Lane.

15. The submitted plans detail a central courtyard which will be enclosed on all sides by the building including the street frontage on Acton Lane, the rear overlooking the Hospital carpark, the north-eastern elevation overlooking the warehouses and access road and the south-western elevation that will be built up to the side of the existing nursing home in Plot 2. Your officers are satisfied that the scale of the building would complement the existing, adjacent building in plot 2 and the soon to be constructed building in Plot 1. The proposed scale would make a positive contribution to the area but would require a high standard of materials and detailing to ensure success which can be adequately secured through the submission of reserved

matters and conditions.

Landscaping

16. Indicative landscaping drawings have been submitted which show proposed landscaping at the rear and side of the application site. The drawings also show landscaping located in the central courtyard area and between the site and access road leading to the Hospital carpark. However as the drawings are indicative and matters regarding landscaping are reserved further details will be secured by condition.

17. Your officers consider that, given the scale of the proposed use and the limited amount of space that would remain on-site for landscaping, especially in the front of the building, the quality of hard and soft landscaping should be exemplary and shall include a high quality of hard and soft landscaping within the public realm, the planting of large trees within the street, the retention of existing trees along the Acton Lane frontage and a high quality of landscaping provision within the central courtyard area.

Standard of accommodation

18. The application proposes the creation of 103 units each consisting of one bed two person flats set out over the ground to fifth floor. The Technical Housing Standards (2015) require units of this size to have a minimum Gross Internal Area of 50 sqm which all of the units exceed.

Floor	Unit – 1 bed 2 person	GIA sqm
Ground	9	53.2 sqm
First	18	52.9 sqm – 53.3 sqm
Second	19	52.4 sqm – 53.2 sqm
Third	19	52.4 sqm – 53.2 sqm
Fourth	19	52.4 sqm – 53.2 sqm
Fifth	19	52.4 sqm – 53.2 sqm

19. In terms of access to amenity space the residents will have access to a large communal area located on the ground floor. There are also terraces and seating areas located on all of the upper floors that residents can avail of as well as the community facilities.

20. Concerns were previously raised about the layout of the courtyard area however the two main parts of the building now have a separation distance of just over 19 metres and provide 660 sqm of usable communal space. Although this is below the required amount of 20 metres that is normally required it is an improvement on previous proposals and helps to alleviate concerns with overlooking from habitable room windows.

Transport & Highways

21. Considering this part of the overall redevelopment scheme in isolation, the car parking standard for the current proposal for “very sheltered” housing and for the previously approved scheme for care and treatment facilities (use class C2) and are almost identical, at one space per 10 units (as opposed to one space per 10 bedrooms) and one warden space (as opposed to one space per five staff). With an increased total of 103 self-contained units now proposed though, the parking allowance for this particular part of the overall site would rise from about 6 spaces to 11 spaces. The previously approved undercroft parking area has now been removed though, leaving no off-street parking space within the site.

22. Whilst this accords with maximum standards, consideration also needs to be given to the potential impact of overspill parking on traffic flow and road safety in the area. In this regard, stopping along the Acton Lane site frontage (which falls within the remit of Ealing Council) is prohibited due to the presence of a zebra

crossing in front of the site, whilst parking along Acton Lane generally is limited to the southern side of the road only. However, a large surface level car park is located to the rear of the site within Central Middlesex Hospital's grounds, which can be used for pay and display parking by staff (at a cost) and visitors to the site. Aerial photographs taken at various times over the last ten years invariably show the car park to have plenty of spare capacity.

23. A total of seven secure bicycle parking spaces are proposed along the eastern side of the building, accessed via the bus only street adjoining the eastern side of the building. This level of provision is welcomed. Internal storage is also shown for ten buggies, to help increase mobility for elderly and frail residents.

24. Standard PS22 requires suitably sized bus and/or ambulance facilities for the proposed client group. With the site forming part of the grounds of Central Middlesex Hospital, there are no requirements for ambulances. However, the rear of the building is nevertheless to be set 3.5m from the rear private hospital access road to provide space for an off-street loading bay. This is close to the bin store, so will be useful for refuse collection, as well as for general deliveries.

25. The loading bay (when occupied) would not leave any space for a footway along the rear of the site, but the original outline proposals for the site also did not include rear pedestrian access to the site (aside from a fire exit). This outline proposal does include a rear access door, but possibly only for use as an emergency escape/bin store access. Clarification on this is sought, as the introduction of pedestrian activity at the rear of the building would be of concern in the absence of footway links. Your officers therefore recommend a condition requiring further details of this entrance. Otherwise, the main entrance will be directly from Acton Lane, which is welcomed.

26. A Transport Statement has also been submitted with the application, to consider in more detail the impact of the proposal on local transport networks. In terms of the road network though, the absence of any on-site parking and the nature of the client group (who will not have their own cars) means that minimal vehicular traffic is expected to be generated by the facility, particularly during weekday peak hours. As such, it is not considered necessary to undertake any further quantitative assessment of trips to and from the site.

27. As a new planning application, the previously agreed terms of the Section 106 Agreement will need to be renewed. These included a requirement to submit for approval and subsequently implement a Travel Plan for each site. To this end, a draft Travel Plan dated 25th September 2015 has been appended to the Transport Statement.

28. This sets out a range of measures (notably provision of an information pack and provision of bicycle and mobility buggy parking) to be implemented by a Travel Plan Co-ordinator, in conjunction with the other building operators within the overall redevelopment (as well as with the hospital). This will aim to reduce the proportion of car-borne trips to and from the site by 2% each year for five years.

29. The Travel Plan has been assessed using TfL's ATTrBuTE programme and, subject to all future baseline and monitoring surveys being of sufficient quality to be i-TRACE compliant, is of sufficient quality to score a PASS rating. A condition requiring the implementation of the Travel Plan and liaison with operators of the adjoining buildings on an overall site-wide Travel Plan is therefore recommended.

30. The original S106 agreement also required the applicant to undertake highway works to the site frontage and thereafter offer the widened area of footway to the Council as publicly maintainable highway under a S38/S278 Agreement at no cost to the Council. With the CIL regulations making inclusion of such terms within a S106 Agreement difficult, it may now be better to secure these works by a planning condition instead, with the backstop of requiring these works to be completed prior to occupation of the development.

Other matters

31. The Councils Regulatory Services department have recommended that a number of conditions be attached regarding an Air Quality Impact Assessment; A Noise Intrusion Assessment; and Noise and dust control measures for the proposed community units. Your officers have therefore recommended such

conditions.

32. Thames Water have recommended that a condition is attached regarding the submission of a drainage strategy detailing any on and/or off site drainage works and that no discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed. Your officers have recommended that such a condition be attached.

33. Thames Water have also requested that an informative also be added to remind the applicant that A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

Conclusion

34. The proposal will provide accommodation that meets a specific need within the borough and will be an acceptable addition in the context of the neighbouring care and health uses. The proposed unit sizes and facilities are also considered acceptable for the same reasons. A high standard of design and detailing will be required within the Reserved Matters and the submission of details pursuant to conditions. Approval is therefore recommended accordingly.

SUSTAINABILITY ASSESSMENT

The London Plan (2015) requires major developments to achieve a 35% saving on emissions compared to 2013 Building Regulations. Policy CP19 of the Core Strategy (2010) requires proposals of 10 units or more to include a Sustainability Statement detailing how the development would minimise carbon emissions and meet the requirements of the London Plan.

The applicant has submitted a detailed Sustainability Statement outlining the key sustainability features of the proposed development and an assessment of each feature within the development. The Sustainability Statement confirms that a 36.3% improvement on 2013 Building Regulations would be achieved for the whole development thus exceeding 2013 Building Regulations. In addition to this 11.5% of the total regulated CO2 emission reductions of this development would be achieved by the incorporation of renewable onsite.

The Sustainability Statement confirms that the proposed development would achieve a 66.5% compliance rating which exceeds the Brent Sustainability Checklist score of +50%. The Sustainability Statement confirms that the proposal would achieve a BREEAM rating of 'Very Good'. However Core Strategy policy CP19 requires a development of this size to achieve a BREEAM rating of 'Excellent'. Your officers therefore recommend a condition requiring the submission and demonstration of a pre-assessment demonstrating that BREEAM 'Excellent' can be achieved.

CIL DETAILS

The applicant would be eligible to apply for an affordable housing exemption

This application is liable to pay **£2,655,129.83*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): sq. m.

Total amount of floorspace on completion (G): 9197.21 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Residential institutions	9197.21		9197.21	£200.00	£35.15	£2,258,243.53	£396,886.30
			0	£0.00	£0.00	£0.00	£0.00

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	275	
Total chargeable amount	£2,258,243.53	£396,886.30

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 15/4496

To: Dave Carroll
Planning Co-Operative
30 Altenburg Avenue
West Ealing
London
W13 9RN

I refer to your application dated 08/10/2015 proposing the following:
Outline planning permission for erection six storey building comprising 103 self-contained one bed apartments as supported housing units (Use Class C2) with associated community facilities and accompanied by plans or documents listed here:
0644/F25/001/ C

0644/F25/003/ A

0644/F25/L0/001/ I

0644/F25/L1/001/ G

0644/F25/L2/001/ G

0664/F25/L0/S03_rev-D

at Land East of Victoria Centre, Acton Lane, London

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration
For and on behalf of Old Oak and Park Royal
Development Corporation

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004
Central Government Guidance
Council's Supplementary Planning Guidance

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services
Park Royal: to promote the opportunities and benefits within Park Royal

- 1 In the case of any reserved matter, application for approval must be made not later than the expiration of three years beginning with the date of this permission, and that the development to which this permission relates must be begun not later than whichever is the later of the following dates:-

(i) the expiration of three years from the date of this permission; or
(ii) the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matter to be approved.

Reason: To conform with the requirements of Section 92 of the Town and Country Planning Act 1990.

- 2 Notwithstanding the provisions of the Town & Country Planning (Use Classes Order) 1987, as amended, the extra care facilities hereby permitted shall only be used for the provision of residential accommodation and care to people in need of care or as a hospital or nursing home and for no other purposes within Class C2 of the schedule to the Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason: To ensure that the use remains appropriate for the site location and to ensure that the standards applied to the consideration of the approved development are maintained in connection with the completed development so approved.

- 3 The loading bay, access roads and footways shall be constructed and permanently marked out prior to commencement of use of each phase of the development as approved by the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety within the site and along the neighbouring highway.

- 4 The developer shall implement the travel plan and continue to review it during the lifetime of the permission which shall include liaison with the operators of the adjoining building plots.

Reason: in the interest of sustainable travel

- 5 Any plant together with any associated ancillary equipment shall be installed, so as to prevent

the transmission of noise and vibration into neighbouring premises. A test shall be carried out prior to the discharge of this condition to demonstrate that the sound levels submitted with the planning application have been met. The results shall be submitted to the Local Planning Authority for approval.

Reason: To prevent increment of local area noise levels

6 During demolition and construction on site the following measure shall be put in place:

- The best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;
- The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 08:00 – 18:00 Mondays –Fridays, 08:00 – 13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;
- Vehicular access to adjoining and opposite premises shall not be impeded;
- All vehicles, plant and machinery associated with such works shall be stood and operated within the curtilage of the site only;
- A barrier shall be constructed around the site, to be erected prior to an demolition;
- A suitable and sufficient means of suppressing dust must be provided and maintained;
- A wheel washing facility shall be installed and operated to ensure that dust/debris is not carried onto the road by vehicles exiting the site.

Reason: to ensure that occupiers of neighbouring properties do not suffer a loss of amenity by reason of nuisance and pollution.

7 The loading area indicated on the approved plans shall be maintained free from obstruction and not used for storage purposes (whether temporary or permanent) unless prior written approval has been obtained from the Local Planning Authority. Suitable arrangements shall be made and agreed in writing by the Local Planning Authority for the storage and disposal of rubbish and waste.

Reason: To ensure that vehicles waiting or being loaded or unloaded are parked in loading areas so as not to interfere with the free passage of vehicles or pedestrians within the site and along the public highway.

8 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works and treatment of the surroundings of the proposed development, the central courtyard and the terraces (including species, plant sizes and planting densities) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of any site clearance, demolition or construction works relating to each phase of the development. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of the associated phase of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

(a) the identification and protection of existing trees and shrubs not directly affected by the building works and which are to be retained;

- (b) proposed walls and fences, indicating materials and heights;
- (c) screen planting along the car-park façade;
- (d) adequate physical separation, such as protective walls and fencing, between landscaped and paved areas;
- (e) existing contours and any proposed alteration to ground levels;
- (f) areas of hard landscape works and proposed materials;
- (g) the detailing and provision of green roofs/amenity roofs;
- (g) details of the proposed arrangements for the maintenance of the landscape works.

Any planting that is part of the approved scheme that, within a period of five years after planting, is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and to ensure that it enhances the visual amenity of the area.

- 9 Details demonstrating that the developer or constructor has joined the Considerate Constructors Scheme shall be submitted to the Local Planning Authority prior to commencement of works on the relevant part of the development and the developer or constructor shall thereafter adhere to the requirements of the Scheme for the period of construction for that part of the development.

Reason: In the interest of the amenities of the adjoining and nearby owners and occupiers.

- 10 Details of the reserved matters for each phase of the proposed development shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced on the associated phase of development and that phase of development shall be carried out and completed in all respects in accordance with the details so approved before the building(s) are occupied. Such details shall include:-

landscaping

NOTE - Other conditions may provide further information concerning details required.

Reason: These details are required to ensure that a satisfactory development is achieved.

- 11 No development shall take place before a scheme of sound insulation and ventilation for the building(s) has been submitted to and approved in writing by the Local Planning Authority. Thereafter the building shall not be occupied until the approved scheme has been fully implemented.

Reason: To safeguard the amenities of the occupiers.

- 12 A scheme detailing water efficiency and management measures for the development, including measures to limit the use of water, together with rainwater harvesting and grey-water re-use, shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works on the associated phase of development. Should any of these measures not be proposed, the reasons for excluding such measures should be outlined within the scheme. The development shall be carried out in full accordance with the approved details.

Reason: To ensure a sustainable development.

- 13 Details of external lighting shall be submitted to and approved in writing by the Local Planning Authority, prior to the commencement of any works within the associated phase of development and the approved details shall be implemented in full.

Reason: In the interests of safety, amenity and convenience and in the interests of the amenities of the adjoining residents.

- 14 Within 3 months of practical completion of the development, an Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the development has met or exceeded the following:

(i) Minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;

If the review specifies that the development has failed to meet the above levels, and it has been satisfactorily demonstrated that it has not been possible or feasible to incorporate any of the measures proposed within the Energy Statement and/or the Sustainability Strategy then details of alternative measures or alternative means by which the impacts of the failure to implement the measures will be mitigated shall be submitted to and approved in writing by the Local Planning Authority within 2 months of the review, and implemented in full thereafter in accordance with a timescale agreed with the Local Planning Authority.

The approved Sustainability and Energy Strategies (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

Reason: To ensure a satisfactory development which incorporates sustainability measures.

- 15 The developer shall enter into a S278 agreement with the Local Highway Authority and shall widen the footway by approximately 3 metres at the developer's expense along the Acton Lane Frontage of the site prior to the development being occupied. The development hereby approved shall not be occupied until a Certificate of Substantial Completion for the works have been issued.

Reason: To ensure that a safe arrangement for pedestrians and vehicles.

- 16 Prior to the commencement of the development the applicant shall provide an Air Quality Impact Assessment demonstrating that the proposed CHP and biomass units shall have no more than an imperceptible impact on neighbouring residents. The assessment shall be provided in writing for the approval of the Local Planning Authority.

Reason: To protect local air quality in accordance with Brent Policies EP3 and EP4

- 17 Development shall not commence until a drainage strategy detailing any on and/or off site drainage works, has been submitted to and approved by, the local planning authority in consultation with the sewerage undertaker. No discharge of foul or surface water from the site shall be accepted into the public system until the drainage works referred to in the strategy have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 18 Prior to the commencement of any works the applicant shall submit to the LPA a BREEAM pre-assessment demonstrating that BREEAM 'Excellent' will be achieved.

Reason: To comply with the requirements of Core Strategy (2010) policy CP19

- 19 Within three months of completion the applicant shall submit a BREEAM report demonstrating that they have achieved BREEAM 'Excellent'. If any shortfalls are identified the application shall set out complete mitigation measures.

Reason: To comply with the requirements of Core Strategy (2010) policy CP19

- 20 (a) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- 21 Prior to the commencement of works, a Construction Method Statement shall be submitted to and approved in writing by the Local Planning Authority detailing measures that will be taken to control dust, noise and other environmental impacts of the development and the routing and timing of construction vehicles and the approved details shall thereafter be implemented.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance and to mitigate against highways impacts.

Any person wishing to inspect the above papers should contact Barry Henn, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5232

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016

15/4559

SITE INFORMATION

RECEIVED: 19 October, 2015

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Community Centre, Crystal House, 2 Agate Close, London, NW10 7FJ

PROPOSAL: Variation of condition 23 (to allow the change of use of the ground floor from a doctor's surgery into a day nursery Use class D1) of full planning permission reference 04/0401 dated 26/04/2005 for Demolition of Guinness Sports and Social Club building and 2 squash courts and redevelopment of land to West of Abbeyfields Close and to rear (South) of Abbeyfields Close and Moyne Place to provide a total of 192 residential units (80 affordable) and community facility, doctors' surgery and childcare facility.

APPLICANT: London & Regional Properties Ltd

CONTACT: emad Al-Ebadi

PLAN NO'S: See Condition 2

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124660

[When viewing this as an Hard Copy .](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/4559" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

SITE MAP



Planning Committee Map

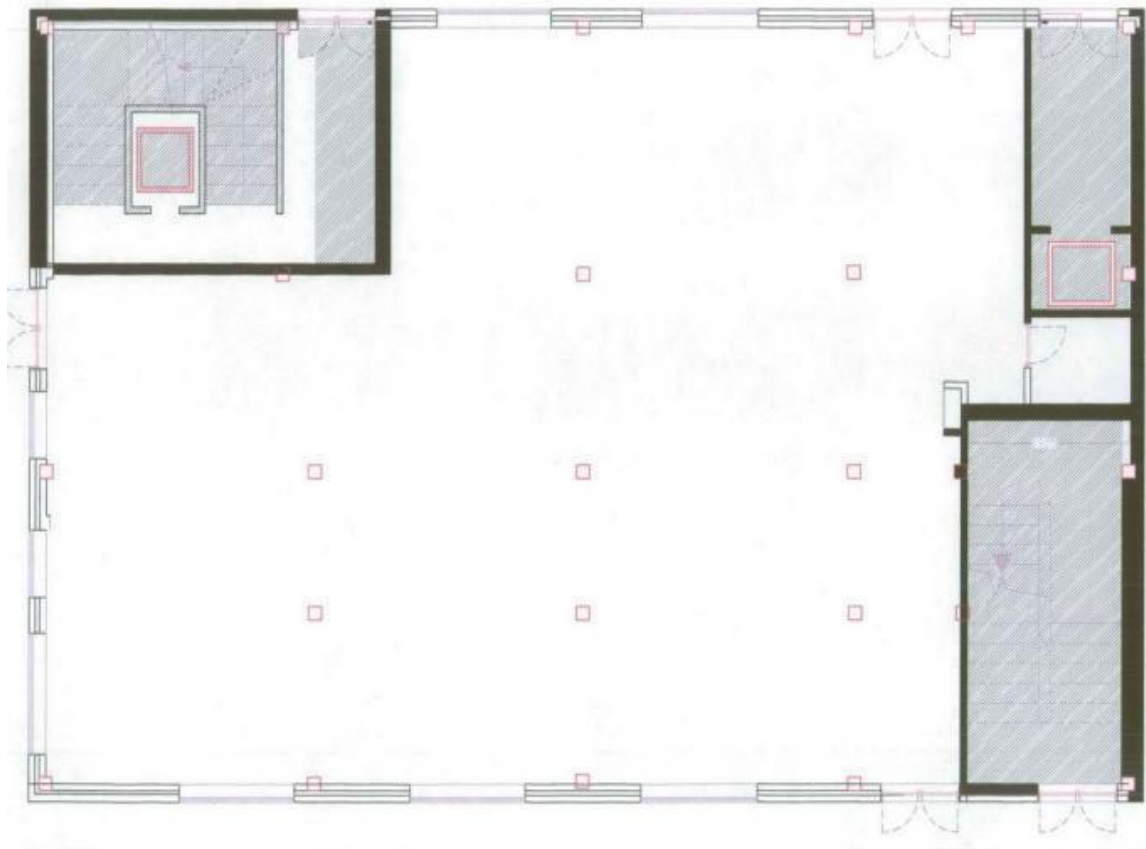
Site address: Community Centre, Crystal House, 2 Agate Close, London, NW10 7FJ

© Crown copyright and database rights 2011 Ordnance Survey 100025260

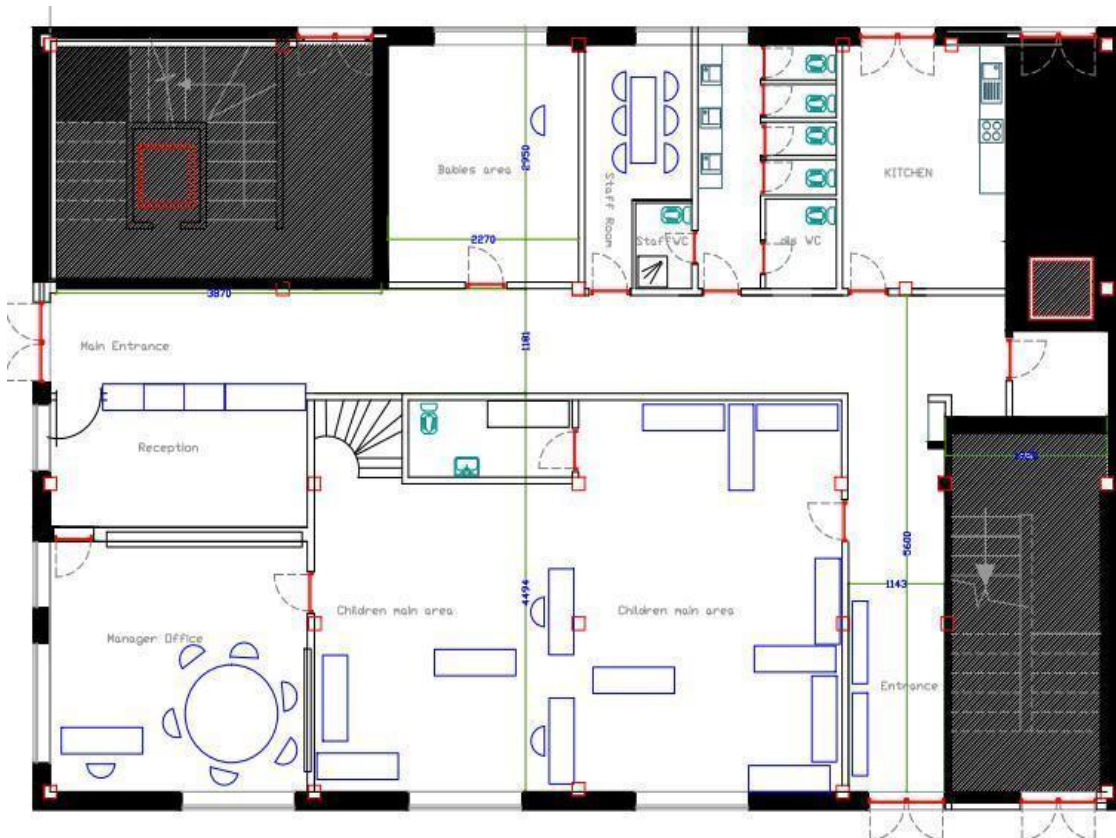


This map is indicative only.

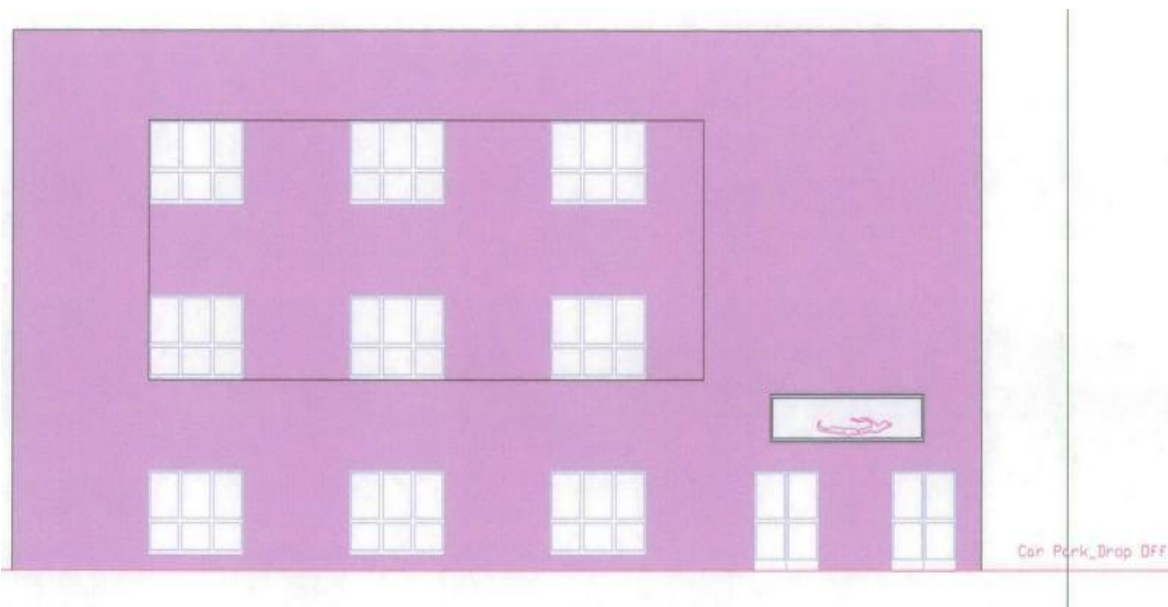
SELECTED SITE PLANS
SELECTED SITE PLANS
Existing floor plan



Proposed floor plan for nursery



Proposed front elevation



RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Variation of condition 23 (to allow the change of use of the ground floor from a doctor's surgery into a day nursery Use class D1) of full planning permission reference 04/0401 dated 26/04/2005 for Demolition of Guinness Sports and Social Club building and 2 squash courts and redevelopment of land to West of Abbeyfields Close and to rear (South) of Abbeyfields Close and Moyne Place to provide a total of 192

residential units (80 affordable) and community facility, doctors' surgery and childcare facility.

B) EXISTING

The application site comprises the ground floor space of a 3 storey building that was erected as a community facility for D1 and D2 uses as part of a large regeneration development of the former Guinness site in 2005. The ground floor is specifically reserved by Planning Condition for D1-medical use; whilst the upper floors for D2 use. The building is named Crystal House.

The site is not within a conservation area nor is it a listed building.

C) AMENDMENTS SINCE SUBMISSION

None made during the course of the application

D) SUMMARY OF KEY ISSUES

Loss of medical facility which made permission 04/0401 acceptable in planning terms:

- The original planning permission for the site required the provision of a doctors surgery because of the quantum of residential proposed. As such, a restrictive planning condition was placed on the decision notice as Condition 23 to ensure the ground floor of the community building would remain a space for a doctors surgery.

As set out in paragraph 5 of this report, under the remit of spatial planning, members are requested to retain the Use of a doctors surgery but also allow for an extension of the restricted D1 use by widening the restriction to encompass a childrens nursery use too.

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Non-residential institutions	360	360	0	0	

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

RELEVANT SITE HISTORY

E/15/0349 - Registered in June 2015 because fascia signage erected outside of Crystal House indicated the building had been unlawfully changed from D1 (community use) to a Restaurant and Hall.

09/2645 - *Refused*, 17/03/2010

Change of use of the ground floor from a medical centre (Use Class D1) to dual mixed use retail (Use Class A1) and a medical centre (Use Class D1)

Reasons for refusal:

- 1 The proposal by failing to provide sufficient guarantee that an adequate level of floor space for community use would be retained could result in:
 - i) the permanent loss of a purpose built D1 facility without appropriate local re-provision or
 - ii) adequate compensation for D1 loss in an area that is deficient in community facilities

As such, the proposed is considered contrary to policies CF3 and CF13 of the Council's adopted Unitary Development Plan(2004) and Policies 3A.18 and 3A.21 of the London Plan(2008) and the adopted S106 Planning Obligations Supplementary Planning Document

- 2 The proposed retail development, by reason of the potential amount of A1 floorspace in an out-of-centre location, and the failure to consider sequentially preferable sites would be detrimental to the vitality and viability of existing local shopping centres in the vicinity, detracting from the attractiveness of those centres, contrary to guidance within PPS4, policies 2A.8, 3D.1 and 3D.2 of the London Plan and policies STR2, STR29, STR30 and SH5 of the Brent Unitary Development Plan 2004.

09/0614 - Application withdrawn, 07/08/2009

Variation of condition 25 of planning permission 04/0401 (to allow the community centre to be closed at 23.30 Monday to Wednesday and at 01.00 on Thursday to Sunday and all patrons shall leave the premises within 30 minutes of closing and the premises shall not re-open or be used before 08.00 on any day)

07/2088 - Application withdrawn, 18/02/2009

Change of Use of part of the ground floor to offices (use class B1 or A2)

CONSULTATIONS

Dated: 10 Nov 2015

Site Notice: 19 Nov 2015

- Eighty four (84) neighbouring properties were consulted including the West Twyford Residents Association.
- Local Councillors for the Stonebridge ward were also notified.
- Ealing Planning Dept were consulted on 26 January 2016.

In total, 8 representations were received comprising 2 in favour of the proposal; and 6 objections. Comments are tabulated below and in summary, the objections are concerned about the existing absence of a local GP surgery given the increased number of new units that are being built in the area and the needs of the local community who are elderly.

Objections	Officers Response
There is a need for a new GP surgery in the locality, particularly since there are further new residential units being built in the locality, up to 600, including the existing new builds, in Summer 2016. This demonstrates there will be a greater need for a service	Discussion with the local clinical Commissioning Group (CCG) was undertaken as part of this application. The CCG have a new strategy for provision of primary healthcare which the existing GP/medical space does not meet the requirements of. As such, the CCG are willing to let the space become a childrens nursery so that they do not need to maintain a void space.
The local community has many elderly and infirm who will find it difficult to travel to other GP	The new primary health care strategy by the local CCG will have taken this issue into

surgeries	account. Their decision to release the GP space demonstrates that travel to any new sites for local care will take this issue into account for various users.
Childcare already exists at the local primary school and childrens centre for up to 50 children. A new nursery may threaten the existence of this established provision and as such lead to a decrease in funding towards it.	This nursery will be privately run and as such will offer a different provision of childcare including longer hours for working parents, particularly children under 2 years old.
The original permission 04/0401, had a nursery with the permission. But this space was converted into residential a few years later. Why is now a requirement for childcare?	It is likely that the loss of the previous space for childcare was considered as not required at that time. Given the increase in local homes, childcare needs will have increased.
The S106 Agreement for 04/0401 required the ground floor to remain as a GP space	There is no clause within the S106 which refers to retention of the ground floor of the site for use as a GP/Doctors surgery - this is covered by condition.
In favour	
<ul style="list-style-type: none"> I understand that the space does not meet the local CCG criteria for a GP provision. As such, I am happy for the space to be used for childcare which is a good use for the building 	
<ul style="list-style-type: none"> Good use of building since existing childcare provision at the school is full 	

POLICY CONSIDERATIONS

National policy guidance

National Planning Policy Framework 2012 : This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life for this and future generations;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation,

- flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

Regional policy guidance

The Further & Minor Alterations to the London Plan 2015

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications.

Chapter 3 - London's People

- Policy 3.2: Improving Health and addressing Health Inequalities
- Policy 3.17: Health and Social Care Facilities
- Policy 3.16: Protection and Enhancement of Social Infrastructure
- Policy 3.18: Education facilities

Chapter 4 - London's Economy

Chapter 6 - London's Transport

- Policy 6.3: Assessing Effects of Development on Transport Capacity
- Policy 6.5: Funding Crossrail and other strategically important transport infrastructure
- Policy 6.9: Cycling
- Policy 6.13: Parking

Chapter 7 - London's Living Places and Spaces

- Policy 7.2: An Inclusive Environment
- Policy 7.4: Local Character
- Policy 7.5: Public Realm
- Policy 7.6: Architecture
- Policy 7.15: Reducing Noise and Enhancing Soundscapes
- Policy 7.19: Biodiversity and Access to Nature

Chapter 8 - Implementation, Monitoring and Review

- Policy 8.3: Community Infrastructure Levy

Local policy guidance

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP1: Spatial Development Strategy

CP23: Protection of Existing and Provision of New Community & Cultural Facilities

Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

Built Environment

BE2: Townscape - Local Context & Character

BE3: Urban Structure - Space & Movement

BE5: Urban Clarity & Safety

BE6: Public Realm - Landscape Design

BE7: Public Realm - Streetscape

BE9: Architectural Quality

BE11: Intensive and Mixed Use Developments

BE12: Sustainable Design Principles

BE25 - Development in Conservation Areas

BE26 - Alterations and Extensions to Buildings in Conservation Areas

Transport

TRN3: Environmental Impact of Traffic

TRN4: Measures to make Transport Impact Acceptable

TRN10: Walkable Environments

TRN11: The London Cycle Network

TRN22: Parking Standards - Non-Residential Developments

Community Facilities

CF1: Location of Large Scale Community Facilities

CF11: Day Nurseries

CF13: Primary Health Care/GP Surgeries

DETAILED CONSIDERATIONS

Background

1. *Original permission:* Planning permission, LPA ref: 04/0401, approved in 2005, required the provision of a community centre/facility in order to make the proposal acceptable in planning terms. As such, a 3 storey purpose built building was proposed for the site. Given the large number of new residential units proposed, the permission had required the provision of a GP space as part of its S106 obligations. A GP space was reserved for the ground floor of the Community building with a restrictive Condition attached to the ground floor, Condition 23. It is noteworthy that the 1st and 2nd floors of the community facility can be used for D2 use, which encompasses assembly and leisure uses and is restricted by Condition 24. A nursery space was provided in a separate building, Aqua house, as part of the original permission but was subsequently converted into 5 flats under permission 08/3190.

2. *Planning Condition 23:* This condition, cited below, specifies that the ground floor of the community facility be only utilised as a doctors surgery under use class D1. No other use within D1 is allowed

23 Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification) the use of the doctors' surgery hereby permitted shall only be used for that purpose and for no other purpose within Class D1 of the said Order, except with the prior permission of the local planning authority obtained through the submission of a planning application.

Reason : To accord with the terms of the application, to enable the local planning authority to maintain control over any future use of the premises in the interests of the amenities of the occupiers of neighbouring properties and to ensure adequate parking and servicing is available for alternative uses.

3. *Previous planning applications:* LPA ref 09/2645 for this site was refused in 2009 because the proposal entailed the complete loss of the D1 use of the ground floor to A1. This which would not conform with the council's policy requirements for retaining community facilities or the original planning permission.

4. *Enforcement case E/15/0349:* This was registered in June 2015 when it was noted by a planning officer that signage had been erected to indicate a restaurant & hall had opened within the community centre, specifically on the 1st and 2nd floors of the building. Given the 1st & 2nd floor only have a D2 use (assembly & leisure) a restaurant use would be in breach of planning. The enforcement investigation is on-going

Principle for Change of Use

5. *Clinical Commissioning Group (CCG):* The existing space has remained vacant since it was completed in 2006. Discussion with the CCG has found that a new primary health care strategy is being drafted and in which the application site is not featured. Details of the proposed new strategy are not available for public consumption yet; but the CCG are adamant that they no longer require the purpose built doctors space. This echoes views from the PCT before the CCG was introduced. As such, loss of this GP site is acceptable to the CCG.

6. *Spatial Planning:* In relation to the original permission, the requirement for a new GP service was considered given the number of new homes that were being permitted. These new homes are now established and no new GP service has emerged. In this respect one could assume that a GP service was not required, however this is not the case, and it is more likely that budget restrictions to local health

services have restricted the capacity of the CCG to input new health services. However, it is recommended that the decision is amended to allow nursery use as an option. This would then not restrict an appropriate medical use if one came forward. As such, your officers suggest the description of the application be altered to "*Variation of condition 23 (to allow the inclusion of use of the ground floor as a childrens nursery and/or a doctor's surgery within Use class D1) of full planning permission reference 04/0401 dated 26/04/2005 for Demolition of Guinness Sports and Social Club building and 2 squash courts and redevelopment of land to West of Abbeyfields Close and to rear (South) of Abbeyfields Close and Moyne Place to provide a total of 192 residential units (80 affordable) and community facility, doctors' surgery and childcare facility.*"

Proposal

7. *Size of the proposed childrens nursery:* The applicant has not provided details about the proposed capacity of the childrens nursery but Ofsted regulations will determine the number of children and age range which the proposal can accommodate.
8. *Hours of Use:* It is assumed that the nursery will operate from Monday to Friday, not at weekends nor on Bank Holidays as is generally the case for nurseries. Condition 25 of the original permission, 04/0401, restricted the use of the building in relation to it being utilised as a community centre rather than a childrens nursery. As such, a new condition will be attached to the ground floor allowing for hours of use from 7am to 7pm Monday to Friday, and a separate hours of use condition for the 1st and 2nd floors of the building.
9. *Impact to neighbouring amenity:* Given the existing building is for community use, it is not considered that the inclusion of nursery use to the ground floor would adversely alter the potential for nuisance noise. As such, it is considered that there will be no significant impact to neighbouring amenity as a result of this proposal.
10. *Visual impact:* The submitted covering letter state there will be no external alterations to the building except for signage which will be submitted through a separate planning application. Nevertheless, it is noted that the proposed elevations are illustrated incorrectly but this is considered a minor issue for which further details can be requested by condition if Members see fit.

Highways/transportation

11. *Transportation:* Overall, it is considered that the existing access arrangement for the community facility will remain unaltered and as such is acceptable.
12. *Car parking:* Staffing numbers are unlikely to differ significantly between the original Doctors Surgery and proposed childrens nursery. As such, there is unlikely to be a significant impact on parking standards as a result of this proposal. However, a nursery use is likely to generate a different pattern of arrivals in terms of short-term parking at the start and finish of sessions. Because this impact is closely tied to the number of pupils (which has not been detailed) and to the arrangements for flexible and/or staggered starting and finishing times (which have also not been detailed), further details of the proposed operation will be sought by condition prior to the nursery use being implemented. A Travel Plan will also be requested by condition for approval prior to implementation of the nursery use with measures set out for managing travel arrangements for staff and children to help to minimise any adverse impact.
13. *Disabled parking:* This requirement is already catered for through the existing provision of one marked wide space within the row of spaces on the eastern side of the building
14. *Cycle parking:* This will be requested by condition for use by staff.

Conclusion

15. *Summary:* The proposal can be approved provided the variation to Condition 23 retains the use of the doctors surgery as well as allowing the use of the space as a childrens nursery in order to remain within the remit of spatial planning. This would then allow the space to be converted back into a GP service, without the requirement of planning permission, were the childrens nursery use to cease. It is suggested that the revised description be that cited at paragraph 5 of this report i.e. "*Variation of condition 23 (to allow the inclusion of use of the ground floor as a childrens nursery and/or a doctor's surgery within Use class D1) of full planning permission reference 04/0401 dated 26/04/2005 for Demolition of Guinness Sports and Social Club building and 2 squash courts and redevelopment of land to West of Abbeyfields Close and to rear (South) of Abbeyfields Close and Moyne Place to provide a total of 192 residential units (80 affordable) and community facility, doctors' surgery and childcare facility.*"

16. *Conditions to be attached:* Conditions will be attached requiring further details for a Travel Plan and cycle parking. A restriction on the hours of use for the ground floor and the upper floors will be added.



Brent

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

=====

Application No: 15/4559

To: Mr Emad AL-EBADI
emad Al-Ebadi
16 WYKEHAM HILL
WEMBLEY
MIDDLESEX
HA9 9RZ

I refer to your application dated 19/10/2015 proposing the following:
Variation of condition 23 (to allow the change of use of the ground floor from a doctor's surgery into a day nursery Use class D1) of full planning permission reference 04/0401 dated 26/04/2005 for Demolition of Guinness Sports and Social Club building and 2 squash courts and redevelopment of land to West of Abbeyfields Close and to rear (South) of Abbeyfields Close and Moyne Place to provide a total of 192 residential units (80 affordable) and community facility, doctors' surgery and childcare facility.
and accompanied by plans or documents listed here:
See Condition 2
at Community Centre, Crystal House, 2 Agate Close, London, NW10 7FJ

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-

Brent Unitary Development Plan 2004
Core Strategy 2010
London Plan 2015

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

15/EAK/TWY/01;
15/EAK/TWY/02;
15/EAK/TWY/05;
15/EAK/TWY/06.

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 *Ground floor:* Notwithstanding the provision of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any order revoking and re-enacting that Order with or without modification) the use of the ground floor of the community building hereby permitted shall only be used for the purpose of a Doctors Surgery and/or childrens nursery and for no other purpose within the Use Class D1 or the said Order, except with the prior permission of the local planning authority obtained through the submission of a full planning application.

First & second floors: Notwithstanding the provision of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or any order revoking and re-enacting that Order with or without modification) the use of the 1st and 2nd floors of the community centre hereby permitted shall only be used for that purpose and for no other purpose within D2 of the said Order, except with the prior permission of the local planning authority obtained through the submission of a full planning application.

Reason: To accord with the terms of the planning permission 04/0401, to enable the local planning authority to maintain control over any future use of the premises in the interests of the amenities of the occupiers of neighbouring properties and to ensure adequate parking and servicing is available for alternative uses.

- 4 No Change of Use through permitted development shall be allowed to within the community building, notwithstanding the provisions of Part 3 Schedule 2 of the Town & Country Planning (General Permitted Development) Order 2015, as amended, (or any order revoking and re-enacting that Order with or without modification) unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason: To prevent an over development of the site and undue loss of community use of the building to local occupiers

- 5 *Hours of Use:* The ground floor of the community building hereby permitted for use as a doctors surgery or childrens nursery shall be closed on Saturdays, Sundays and Bank holidays. The hours of use shall be restricted to Monday to Friday from 7am to 7pm.

The permitted D2 use for the 1st and 2nd floors of the community building shall remain as 8am to 10.30pm from Sunday to Thursday; and 8am to 11.30pm on Friday and Saturday only; and closed on Bank Holidays. All patrons and personnel shall leave the premises within 30 minutes of closing.

Reason: To ensure that the use of the building does not prejudice the enjoyment by neighbouring occupiers.

- 6 Details of the provision of a minimum of at least 5 secure cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained.

Reason: To ensure satisfactory facilities for cyclists.

- 7 Prior to implementation of the childrens nursery to the ground floor of the community building, further details shall be submitted to and approved in writing by the Local Planning Authority detailing:

- *The Operation of the nursery:* The number and age of children to be accommodated within the nursery
- *A Travel Plan :* Of sufficient quality for managing the the travel arrangements for staff and children to help minimise any adverse impacts. Details for the management of the short-term drop off and pick-up of children by the nursery staff shall be provided. The travel plan shall aim to score a PASS rating when assessed under the Transport for London ATTrBuTE programme (or any replacement thereof), to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets,

On first occupation of the ground floor as a childrens nursery the Travel Plan shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

Reason: In order to promote sustainable transport measures where on-street parking and manoeuvring may cause highway safety problems with short-term parking.

Any person wishing to inspect the above papers should contact Angus Saunders, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5017

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016

15/5425

SITE INFORMATION

RECEIVED: 14 December, 2015

WARD: Wembley Central

PLANNING AREA: Wembley Consultative Forum

LOCATION: 280 Ealing Road, Wembley, HA0 4LL

PROPOSAL: Removal of existing and installation of 2No. A/C condensers and 2No. Refrigeration condensers to the rear elevation of the shop and installation of louvre to existing flank wall (as amended).

APPLICANT: C/o Subway Realty Ltd

CONTACT: Stiles Harold Williams

PLAN NO'S: (See Condition 2)

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_125589

[When viewing this as an Hard Copy](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/5425" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

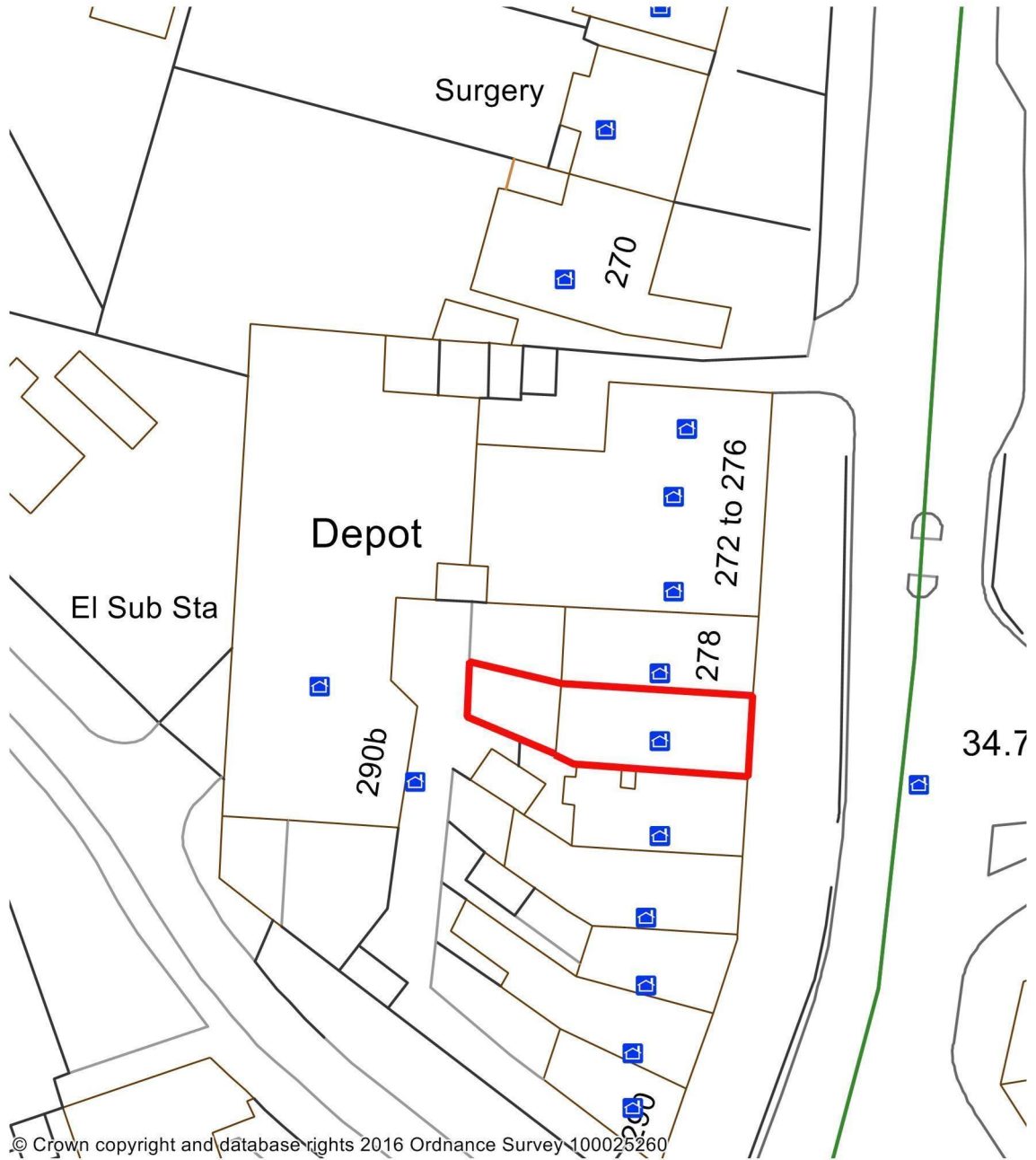
SITE MAP



Planning Committee Map

Site address: 280 Ealing Road, Wembley, HA0 4LL

© Crown copyright and database rights 2011 Ordnance Survey 100025260

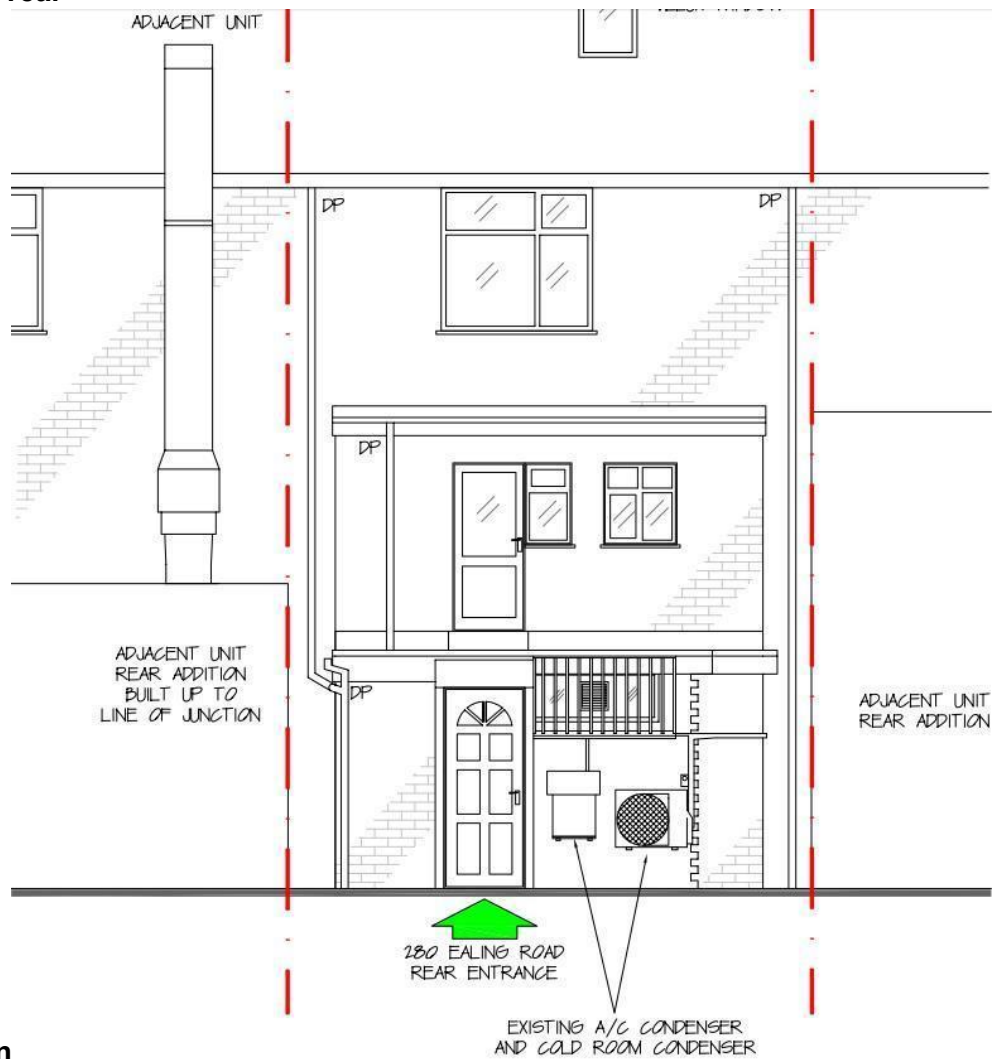


This map is indicative only.

SELECTED SITE PLANS

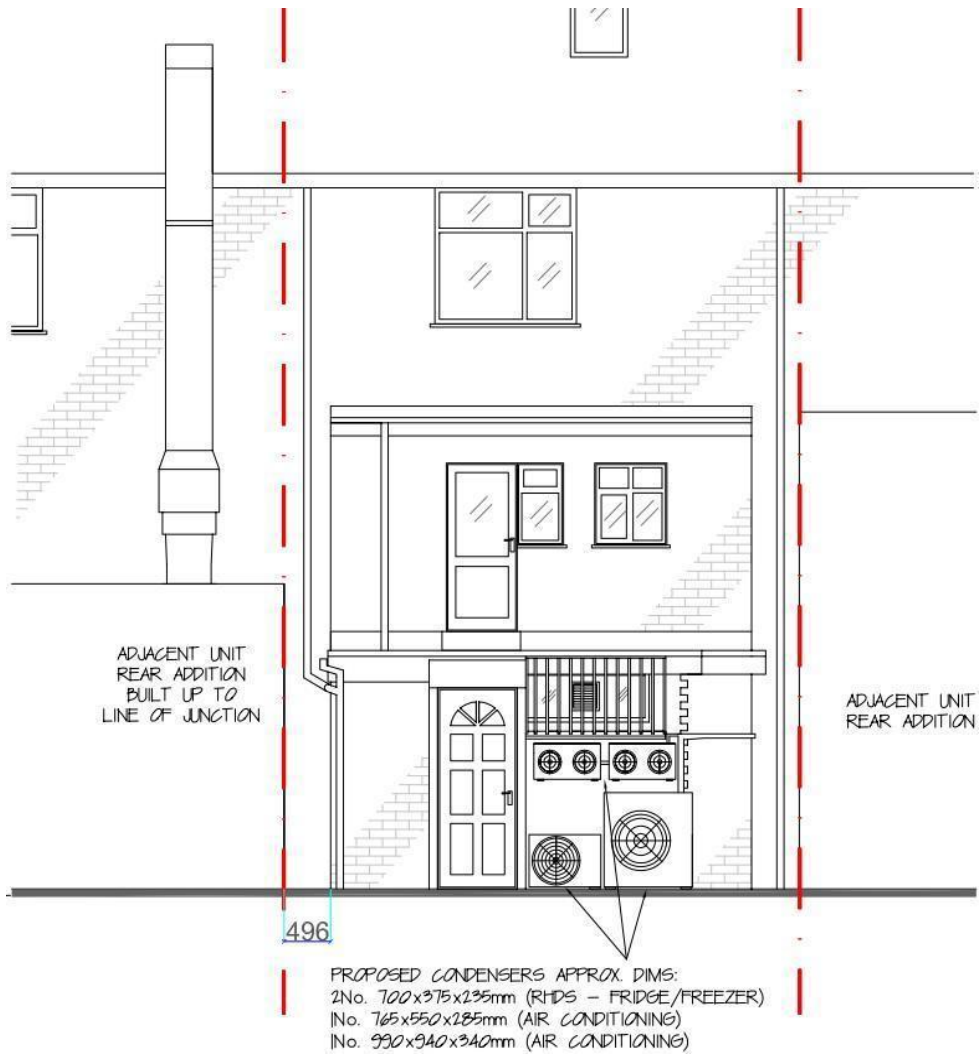
SELECTED SITE PLANS

Existing rear

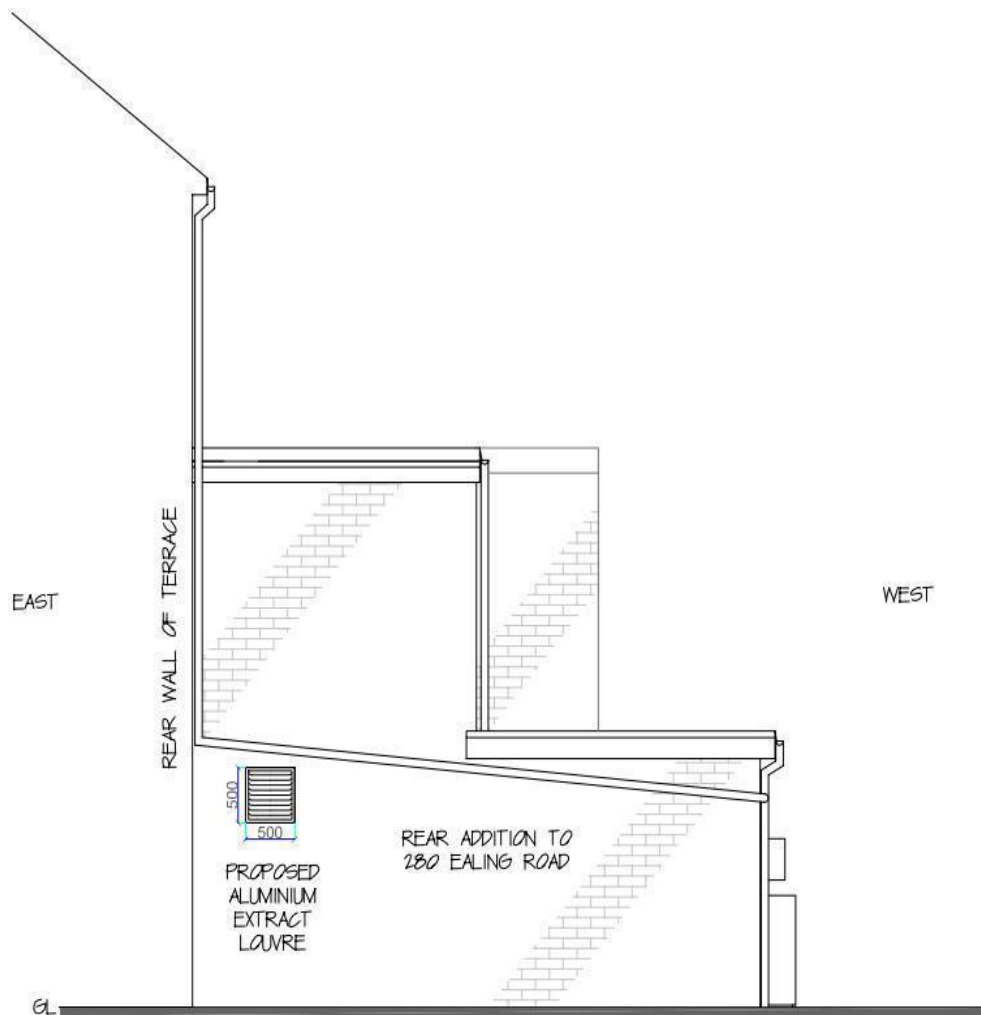


elevation

Proposed rear elevation



Proposed side elevation



RECOMMENDATIONS

Approve (subject to recommended conditions), subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Removal of existing and installation of 2No. A/C condensers and 2No. Refrigeration condensers to the rear elevation of the shop and installation of louvre to existing flank wall (as amended).

B) EXISTING

The application site comprises a mid terraced property located on the western side of the signal controlled junction of Ealing Road and Mount Pleasant.

The application site relates to the ground floor premises for which Use Class A1 is the lawful use. The site is not within a Primary or Secondary shop frontage. The upper floors are in residential use. The site is not located within a Conservation Area nor is it a listed building.

C) AMENDMENTS SINCE SUBMISSION

Since the application was submitted the rear extraction flue has been omitted from the proposal, and an extraction louvre has been introduced. This would be located within flank wall of the premises at ground floor level (facing north).

D) SUMMARY OF KEY ISSUES

The material considerations relate solely to the installation of proposed plant equipment, and it is considered there are two main issues:-

1. The impact of the proposed plant on the visual amenities of the area.
2. The impact of the proposed plant on the amenity of surrounding occupiers, including residential occupiers.

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Shops	73	73	0	0	73

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

RELEVANT SITE HISTORY

13/3943 - Refused

Change of use from retail (Use class A1) to hot food takeaway (Use class A5) and installation of an extract duct.

Reason:

The proposed use of the ground floor premises as a hot food take away is likely to result in customer vehicles stopping on the public highway close to the site in the vicinity of a signal controlled junction with pedestrian crossing facilities. This would be detrimental to the free and safe flow of traffic and pedestrians in the vicinity of the site. The proposal is therefore contrary to policies, SH10, TRN3, TRN24 and parking standard PS9 of Brent's UDP 2004.

CONSULTATIONS

A total of thirteen properties were consulted on 06 Jan 2016, the consultation carried out is in accordance with SPG2.

Four objections were initially received, the grounds for these are set out in the table below. Following the amendments to the proposal that have resulted in the removal of the rear flue from the application one of these objections has now been removed. This has been confirmed in writing on 23/02/16.

Grounds of objection	Response
Concerned the proposed flue will encroach onto neighbouring property.	No longer relevant as the flue has been removed from the application.
This is referred to as being a change of use from A1 to A3, and concern has been expressed about the over concentration of A3 uses nearby.	No change of use from A1 is being sought. It is well established that Subway outlets operate as a sandwich shop, within Use Class A1. The application relates solely to the installation of associated plant equipment, and these are the matters that are for consideration.
Fumes, odours and smells from proposed extraction flue.	No longer relevant as the flue has been removed from the application.
Another food outlet will harm	Increased competition to existing /

existing local business.	surrounding business is not a material planning consideration, and this cannot be taken into account when considering the planning merits of the proposed plant equipment.
Noise from AC condensor units harmful to neighbouring property.	Your Environmental Health officers have considered the location and type of proposed plant, and no concerns have been identified in terms of noise associated with these.

STATUTORY CONSULTEES

Regulatory Services (Environmental Health):-

Following the removal of the rear flue from the proposal there are no concerns with the remainder of what is being proposed. No objection is raised.

POLICY CONSIDERATIONS

National Planning Policy Framework 2012

Brent Core Strategy 2010

Adopted Brent Unitary Development Plan 2004

BE2: Townscape
 BE9: Architectural Quality
 BE17: Building Services Equipment
 EP2: Noise & Vibration

DETAILED CONSIDERATIONS

1. The subject site is located on the ground floor of a 3-storey terraced parade on the western side of the signal controlled junction of Ealing Road and Mount Pleasant. The existing parade consists of a mixture of A1/A2/A5 uses on the ground floor. The ground floor premises (60sqm) are currently vacant, and it is understood this was last used for retail purposes for the selling of Indian sweets and snacks. A residential maisonette is situated on the two floors directly above, and this is accessed from Ealing Road via a separate entrance.
2. The proposal entails the removal of existing and installation of 2No. A/C condensers and 2No. Refrigeration condensers to the rear elevation of the shop and installation of ventilation louvre to existing flank wall (as amended).
3. The proposed external works are to support the intended use of the premises as a Subway outlet. No change of use of the premises is being sought, nor is one required as Subway outlets operate within Use Class A1 as a sandwich shop, and A1 is the lawful use of these premises. For this reason the grounds of objection that have been raised to this being a change of use from A1 to A3, and this leading to an over concentration of foot outlets / hot food takeaway outlets cannot be taken into consideration when determining the application. No planning permission is required for the use, and this does not involve a change of use from A1 to A3.
4. There are a number of Subway outlets within the Borough. All of these operate as a sandwich shop, within Use Class A1. The opening of a Subway outlet here is a permitted A1 use of the premises.
5. Members will note from the 'History' section of this report that permission was refused for a change of use from A1 to A5 (hot food takeaway), in February 2014. The refusal was solely on transportation grounds.

Proposed plant equipment

A/C and REFRIGERATION CONDENSER UNITS:

Document Imaged

*DocRepF
 Ref: 15/5425 Page 3 of 12*

6. The existing A/C and condenser units are to be removed. These are both fixed to the rear wall of the property at ground floor level.
7. Two A/C units and two refrigeration condenser units are proposed to be installed in the same location, which is at ground floor level, fixed to the rear wall and adjacent to the rear entrance. In this location these will have no significant visual impact. They will be visible from the rear service road.
8. These are not proposed adjacent to any residential windows. The uses either side at ground floor are commercial. On one side is a hot food takeaway and to the other a pharmacy. It is not considered either use will be adversely affected by way of noise or vibration from this plant equipment. The installation of these has been reviewed by your Environmental Health officer, who raises no concerns in respect of noise or disturbance to neighbouring occupiers.

EXTRACTION LOUVRE:

9. The rear extraction flue that was initially proposed has been omitted from the proposal. The applicant's initially proposed a flue thinking it would represent good practice. It has been established that this won't be required to support the intended use of the premises as a sandwich shop (Use Class A1) Nas no cooking processes will take place on site. Only heating of bread, rolls and sandwich fillings is required to take place. Knowing how Subway outlets operate the fact that a flue system is not required is also a view shared by your officers in Environmental Health, so the removal of the flue from the application is considered acceptable.
10. A louvre is now proposed to be installed within the flank wall of the premises. This is required for ventilation and food hygiene / safety requirements. The louvre will not be visible due to its siting, and it will measure 500mm x 500mm.

Impact upon the amenities of surrounding residential occupiers

11. The proposed plant is to be located at ground floor level and will not be located close to any residential windows at first floor. Information has been submitted by the applicant regarding the proposed units, including information regarding noise levels. No concerns have been expressed by Environmental Health in relation to the proposed A/C or refrigeration condenser units, and their potential impact on neighbouring occupiers amenity.
12. As discussed above, the first and second floor units above the application premises are accessed from the front (Ealing Road). A rear metal staircase is visible within the adjoining property to the south (282 Ealing Road). This property also has residential accesses from Ealing Road, with Nos. 282A and 282B shown on the front door. The property database shows that there is also a 282C at this location and it is assumed that this is accessed via the rear metal staircase. The proposal does not adversely affect this access. The adjoining property to the north (No. 278 Ealing Road) has a large single storey rear extension which projects significantly beyond the rear wall of the extension to the subject property.
13. It is important to note that the proposed plant will replace existing A/C and condenser units on site, this will proposal will simply result in one more of each type being installed on site.

Highway considerations - Parking and Servicing

14. These have not been considered as there is no change of use involved. The proposal simply relates to the installation of external plant equipment.

Conclusions

15. The proposal (as amended) is considered to be acceptable with regard to the potential visual impact on the visual amenities of the area, and the amenity of neighbouring occupiers. It is recommended that planning permission be granted, subject to recommended conditions.



Brent

DECISION NOTICE – APPROVAL

Application No: 15/5425

To: Mr Hawkins
Stiles Harold Williams
1 Jubilee street
Brighton
East Sussex
bn1 1ge

I refer to your application dated 14/12/2015 proposing the following:
Removal of existing and installation of 2No. A/C condensers and 2No. Refrigeration condensers to the rear elevation of the shop and installation of louvre to existing flank wall (as amended).
and accompanied by plans or documents listed here:
(See Condition 2)
at 280 Ealing Road, Wembley, HA0 4LL

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-

National Planning Policy Framework 2012
LDF Core Strategy 2010
Brent Unitary Development Plan 2004

Relevant policies in the Adopted Unitary Development Plan are those in the following chapters:-

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

104Av2
104Bv2
104Cv2
104Dv2
105
401

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 The air conditioning and refrigeration units hereby approved shall be installed and thereafter maintained in full accordance with the manufacturers specifications.

Reason: In the interest of the amenities of nearby occupiers.

INFORMATIVES

- 1 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 2 This decision relates solely to the installation of plant equipment. The applicant is reminded that the lawful use of the premises is A1 retail and that planning permission would be required for the use of the premises as a cafe / restaurant (Use Class A3), and / or hot food take-away (Use Class A5).
- 3 Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 1990 for the erection or alteration of any
- (a) illuminated fascia signs
 - (b) projecting box signs
 - (c) advertising signs
 - (d) hoardings

Any person wishing to inspect the above papers should contact Gary Murphy, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5227

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016

15/5394

SITE INFORMATION

RECEIVED: 11 December, 2015

WARD: Tokyngton

PLANNING AREA: Wembley Consultative Forum

LOCATION: Yellow Car Park, Fulton Road, Wembley

PROPOSAL: Reserved matters application in relation to outline planning permission 14/3054. This application relates to Plots NW07 and NW08 for the construction of two buildings with two cores each ranging from 2 to 17 storeys in height, providing 361 residential units (within private, intermediate and affordable rented tenures), with private communal residential landscaped gardens, 59 car parking spaces for residential use, and 3,578 sqm (GEA) of commercial space for either Class A1 or A2 (Retail), A3 (Café and Restaurant), A4 (Drinking establishments), A5 (Hot food takeaway), B1 (Business) and/or D2 (Leisure and Entertainment), ancillary space, and associated plant, cycle storage for 584 bicycles, refuse provision and associated infrastructure including the creation of "West Olympic Way".

The application has been submitted pursuant to conditions 1 (Layout, Scale, Appearance, Access and Landscaping); 8(c) Layout details; 8 (8(d) Highways layout; 8(e) Cycle storage; 8(f) Parking; 8(h) Access; 8(i) Daylight; 8(k) Wind); 9 (Noise); 12 (Noise); 20 (Vehicular access); 23 (Sustainability Implementation Strategy); 26 (Surface water drainage); 28 (Affordable Housing Storage).

This application also provides information pursuant to the S106 obligations below, with regard to Plots NW07 and NW08:

4: Affordable Housing, 10.5 Demolition, 12 Sport and Play Space, 19 Brent Access Forum.

APPLICANT: Quintain

CONTACT: Signet Planning

PLAN NO'S: Please see condition 1.

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_125553

[When viewing this as an Hard Copy](#) .

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/5394" (i.e. Case Reference) into the search Box

3. Click on "View Documents" tab

SITE MAP



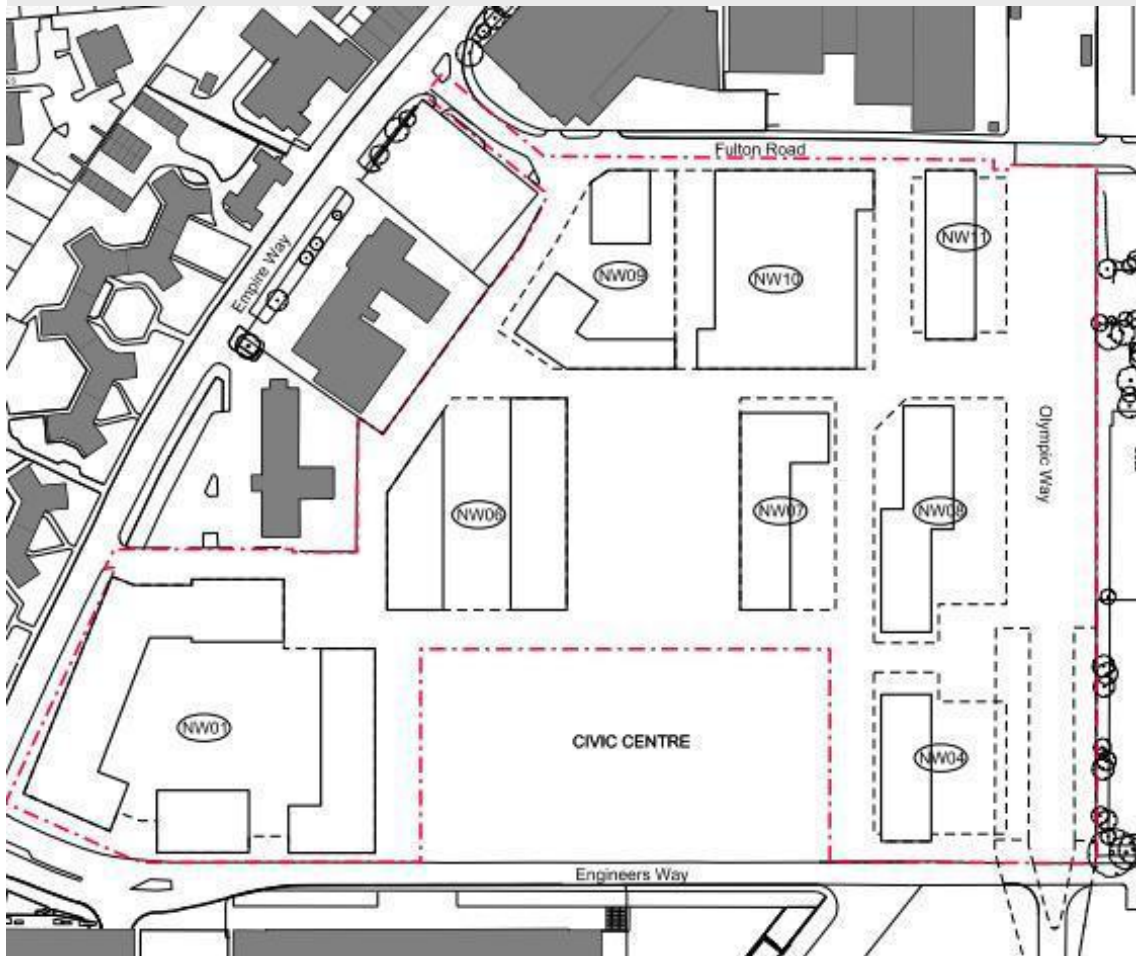
Planning Committee Map

Site address: Yellow Car Park, Fulton Road, Wembley

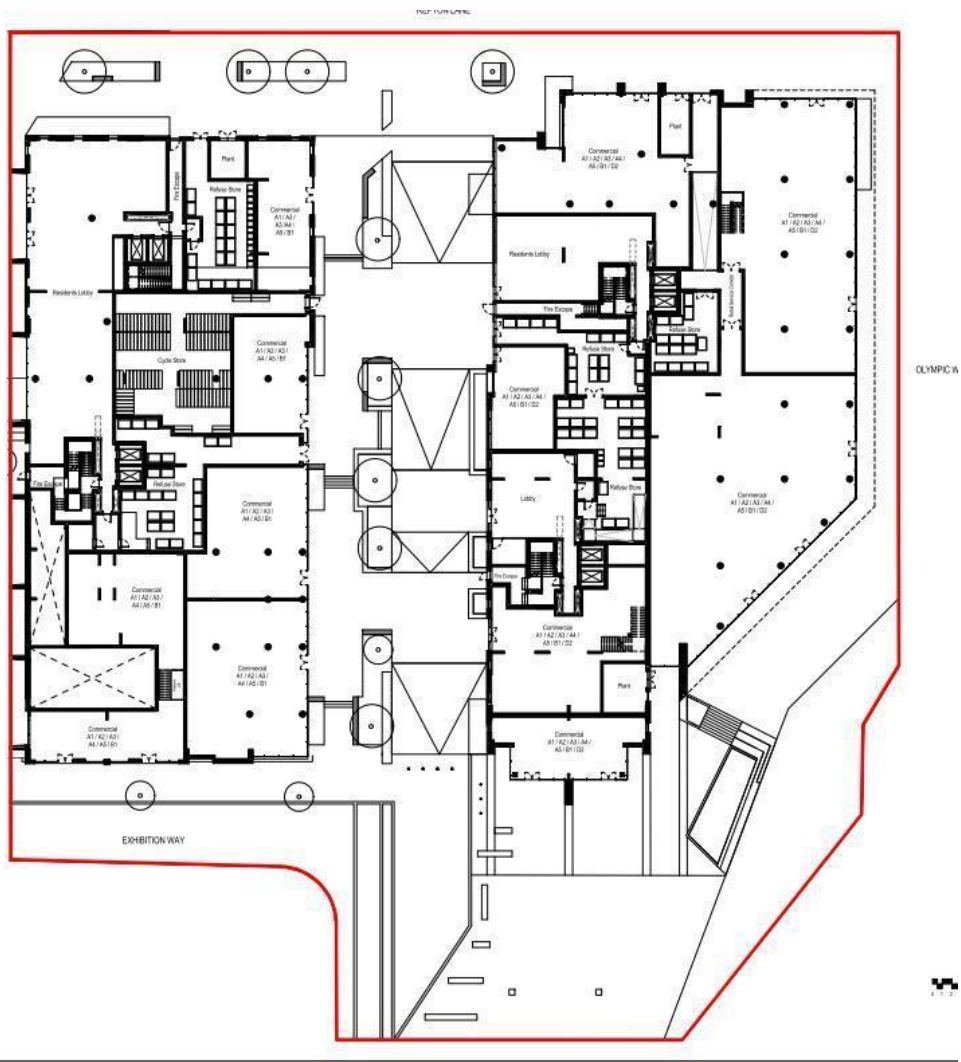
© Crown copyright and database rights 2011 Ordnance Survey 100025260

This map is indicative only.

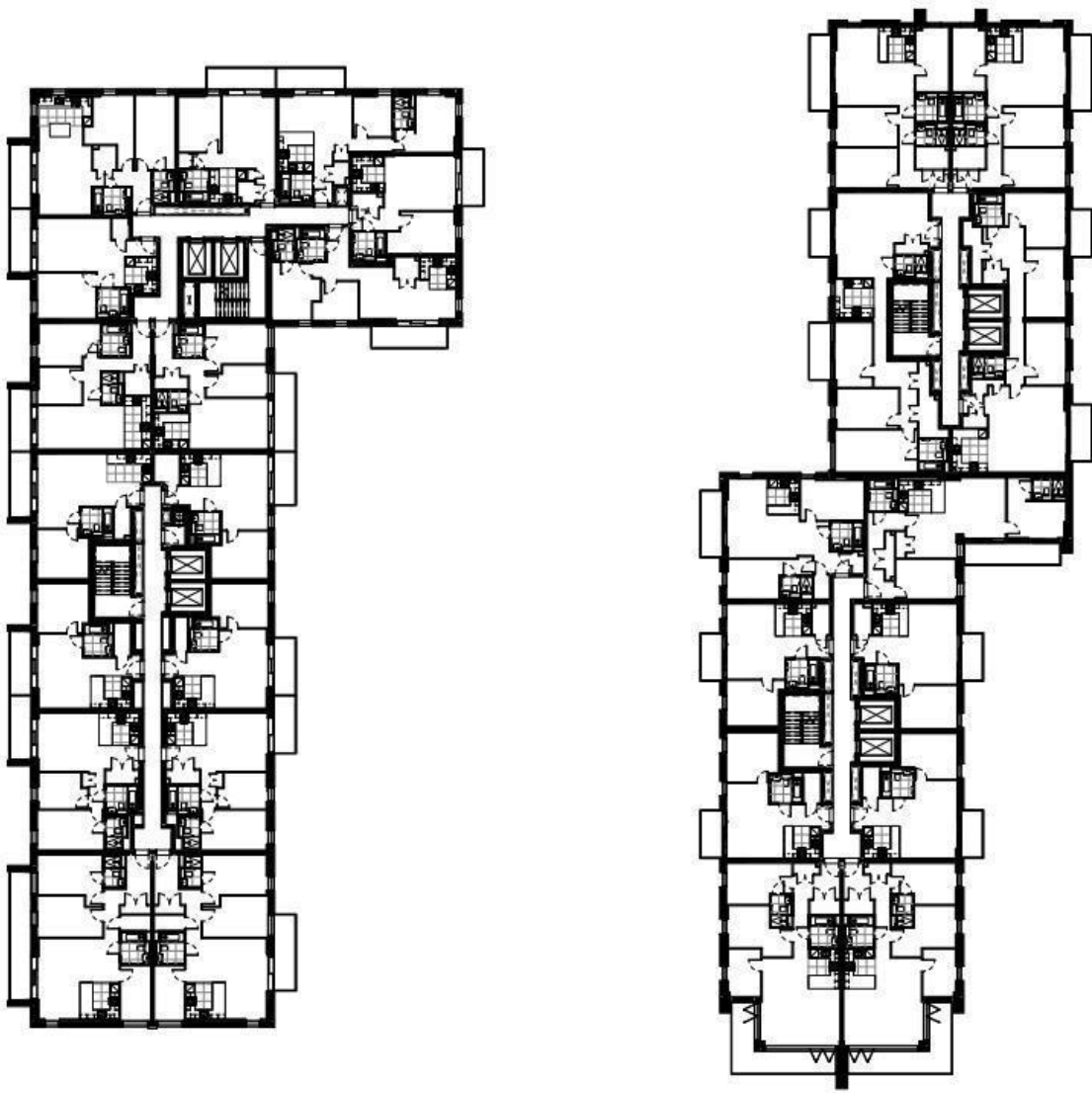
SELECTED SITE PLANS SELECTED SITE PLANS



North West Lands, layout plan.



Ground floor plan.



General lower floorplate of two blocks.



West Elevation.



East Elevation.



North Elevations.



South Elevations.



Landscape layout.



NW07 View from Elvin Square Gardens.



NW07 view from West Olympic Way.



Towards NW08 from southeast.



NW08 West Olympic Way Elevation.

RECOMMENDATIONS

To approve the Reserved Matters subject to conditions set out in the decision notice and approve details pursuant to conditions 1, 8d, e, f, h, i, k, 9, 12, 20, 23, 26 and 28 in relation to plot NW07 and NW08, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Reserved matters application in relation to outline planning permission 14/3054. This application relates to Plots NW07 and NW08 for the construction of two buildings with two cores each ranging from 2 to 17 storeys in height, providing 361 residential units (within private, intermediate and affordable rented tenures), with private communal residential landscaped gardens, 59 car parking spaces for residential use, and 3,578 sqm (GEA) of commercial space for either Class A1 or A2 (Retail), A3 (Café and Restaurant), A4 (Drinking establishments), A5 (Hot food takeaway), B1 (Business) and/or D2 (Leisure and Entertainment), ancillary space, and associated plant, cycle storage for 584 bicycles, refuse provision and associated infrastructure including the creation of "West Olympic Way".

The application has been submitted pursuant to conditions 1 (Layout, Scale, Appearance, Access and Landscaping); 8(c) Layout details; 8 (8(d) Highways layout; 8(e) Cycle storage; 8(f) Parking; 8(h) Access; 8(i) Daylight; 8(k) Wind); 9 (Noise); 12 (Noise); 20 (Vehicular access); 23 (Sustainability Implementation Strategy); 26 (Surface water drainage); 28 (Affordable Housing Storage).

This application also provides information pursuant to the S106 obligations below, with regard to Plots NW07 and NW08:

4: Affordable Housing, 10.5 Demolition, 12 Sport and Play Space, 19 Brent Access Forum.

B) EXISTING

The application site for the outline planning consent comprises the land to the north, east and west of the Brent Civic Centre, situated between Engineers Way, Fulton Road, Empire Way and Olympic Way but excluding the Quality Hotel, Dexion House site and the former Fulton House site (corner of Fulton Road and Empire Way).

The site subject of this application is composed of 0.51 ha and is part of the Quintain "North West Lands" masterplan for which the applicant holds outline planning permission for mixed use development. The NW07 and NW08 plots are located to the north and north-east of the Civic Centre. They are situated between Olympic Way and the new park that is currently being constructed directly north of the Civic Centre (referred to as Elvin Square Gardens). They are directly to the south of the temporary theatre that was granted planning permission last year.

C) AMENDMENTS SINCE SUBMISSION

N/A.

D) SUMMARY OF KEY ISSUES

The key issues in relation to this proposal are as follows:

The Layout, Scale, Appearance, Access and Landscaping have all been discussed in the report and are considered to be acceptable. The proposal is in line with the parameters set out in the outline consent and Design Specification for North West Lands. The design and appearance of the proposed buildings look to continue with the design approach and quality of design adopted for the two previous buildings within the North West Lands, Emerald Gardens which is nearing completion and Alto for which construction is well under way.

Details relating to the layout, highways layout, cycle storage, parking, access, daylight and wind have also been provided and are considered to be of sufficient detail and to provide appropriate standards for future residents as well as have an acceptable impact on and relationship with the wider locality.

Furthermore, the noise details, vehicular access, sustainability implementation strategy and affordable housing storage are all considered to be appropriate for the proposed development.

It should be noted that the Outline planning permission was approved prior to the introduction of CIL and as such, the financial contributions are secured through the Section 106 agreement rather than CIL. This secured a wide range of measures and financial contributions.

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses				32555	32555
Shops				3578	3578

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										0
EXISTING (Flats û Social Rented)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	134	109	52							295
PROPOSED (Flats û Social Rented)	8	10	21							39
PROPOSED (Flats û Intermediate)	12	9	6							27

RELEVANT SITE HISTORY

On 24 November 2011 the Council granted outline planning permission, under ref: 10/3032, for the redevelopment of the Former Palace of Arts and Palace of Industry Site on Engineers Way, Wembley. This development is known as the "North West Lands Masterplan" ("NW Lands"). Subsequently, planning applications have been approved on 18 September 2013, (ref: 13/1323) and on 31 October 2014 (ref: 14/3054), pursuant to Section 73 of the 1990 Town and Country Planning Act for the variation of condition 4 of this outline planning permission in respect of minor material amendments. An application for the approval of non-material minor amendments to the outline planning permission under Section 96A of the 1990 Town and Country Planning Act was submitted on 30 September 2015 (ref: 15/4236).

On 16 December 2013, the Council approved reserved matters for a series of 5 to 16 storey buildings within Plot NW01, under reference 13/2799. An associated reserved matters application was approved on 19 May 2014 for the infrastructure to the north and east of the NW01 buildings, under reference 14/1076.

On 16 February 2015, the Council approved reserved matters for a series of 1 to 20 storey buildings within Plot NW06, under reference 14/4330. On the same date, an area of public open space known as 'Elvin Square Gardens' along with infrastructure and open space to the north, east and south of the NW06 building was granted under reference 14/4541.

10/3032 – ORIGINAL OUTLINE APPLICATION – Granted 24 November 2011

Outline application, accompanied by an Environmental Impact Assessment, for the demolition of existing buildings and the mixed-use redevelopment of the site to provide up to 160,000m² of floorspace (GEA, excluding infrastructure) comprising:

- Retail/financial and professional services/food and drink (Use Class A1 to A5): 17,000m² to 30,000m²
- Business (Use Class B1): up to 25,000m²;
- Hotel (Use Class C1): 5,000m² to 20,000m²;
- Residential dwellings (Use Class C3): 65,000m² to 100,000m² (815 to 1,300 units);
- Community (Use Class D1): 1,500m² to 3,000m²;
- Leisure and Entertainment (Use Class D2): up to 5,000m²;
- Student accommodation/serviced apartments/apart-hotels (Sui Generis): 7,500m² to 25,000m²;

and associated infrastructure including footways, roads, parking, cycle parking, servicing, open spaces, landscaping, plant, utilities and works to Olympic Way, and subject to a Deed of Agreement dated 24 November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

13/1323 – VARIATION APPLICATION – Granted 18 September 2013

Variation of condition 4 of Outline Planning Consent reference 10/3032 to allow minor material amendments to the parameter plans in relation to Plot NW01, situated in the south-western corner of the application site at

the junction of Empire Way and Engineers Way.

13/2799 – RESERVED MATTERS FOR NW01 – Granted 16 December 2013

Erection of a series of 5- to 16 storey buildings within Plot NW01 situated on the corner of Engineers Way and Empire Way comprising 475 residential units and 1,061 square metres of commercial floorspace (Use Class B1 (Business), D1 (non-residential institution), D2 (leisure and assembly), A1 (retail) , A2 (professional and financial services) or A3 (restaurant and café)) and associated residential parking spaces, private communal landscaped garden, ancillary spaces, and associated plant, cycle storage and refuse provision.

14/1076 – RESERVED MATTERS (LANDSCAPING) FOR NW01 – Granted 19 May 2014

Hard and soft landscaping of the land surrounding "plot NW01" adjacent to the southern boundary of the Quality Hotel and the western boundary of the Brent Civic Centre comprising hard and soft landscaping works to the access road and footway adjacent to the Quality Hotel and the provision of a servicing bay, substation and pocket open space and works to the access road adjacent to the Brent Civic Centre wedding garden.

14/3054 – VARIATION APPLICATION – Granted 31 October 2014

Variation of condition 4 of outline planning permission reference 13/1323 to allow minor material amendments to the parameter plans in relation to plots NW06, NW07 and the proposed open space, namely: the siting, size and layout of plots NW06 and NW07, the heights of elements of the building within Plot N06, the siting of the open space, change to the vehicular access point for plot NW06.

14/4541 – PARK AND ACCESS ROADS – Granted 16 February 2015

Proposed construction of park (publicly accessible open space), a "pocket park", access roads and other associated hard and soft landscaping works and infrastructure and alteration to existing access roads, and access to Fulton Road.

14/4555 – ACCESS ROAD TO WEST OF NW06 – Granted 16 February 2015

Proposed hard and soft landscaping works involving the construction of a new access road adjacent to the rear boundary of the Quality Hotel and Dexion House including footway and loading bays , substations and other associated hard and soft landscaping works.

14/4330 – RESERVED MATTERS FOR NW06 – Granted 16 February 2015

Proposed erection of 1- to 20-storey building comprising 362 residential units, 693 sqm of non-residential floorspace (use class A1 (retail), A2 (financial and professional), A3 (cafe/restaurant), B1(Business), D1 (community) or D2 (assembly and leisure)) & associated residential parking spaces, private communal landscaped garden, ancillary spaces, & associated plant, landscaping, cycle storage & refuse provision.

15/4236 – NON MATERIAL AMENDMENT TO OULINE CONSENT – Granted 11 December 2015

Proposed non-material amendments to Outline Planning Permission reference 14/3054 dated 31/10/2014, comprising:

- Amendments to the proposed ground levels and gradients of 'Repton Lane East', 'West Olympic Way' and SE Pocket Square to ensure level access around the plots and appropriate connection with surrounding infrastructure;
- Amendments to the proposed ground floor levels of Plots NW07 and NW08 to ensure level access requirements and connection with surrounding infrastructure;
- Alignment change to the proposed plot NW08 extent at lower level in its north west corner;
- Alterations to the extent of plot NW08 extent at upper level of 2 metres northwards to align with the plot extent at lower level, together with an extension of 6 metres to the north on the western return;
- Reduction of the proposed upper level critical dimension between plots NW08 and NW11 to 21 metres to correspond to the change above;
- Decrease in the proposed upper level heights for plot NW08; and
- Increase in the proposed maximum and minimum upper level heights for the central elements of plot NW07;

CONSULTATIONS

Thames Water

POLICY CONSIDERATIONS

The policies relating to this application and the wider outline planning consent are as follows:

NATIONAL

National Planning Policy Framework 2012

REGIONAL

The Mayor of London

The London Plan (Consolidated with alterations since 2011)

Relevant Policies include:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.6 Children and Young People's Play and Informal Recreation
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 4.2 Offices
- 4.5 London's Visitor Infrastructure
- 5.1 Climate Change Mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 5.21 Contaminated Land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality
- 7.15 Reducing Noise

LOCAL

Wembley Area Action Plan

- WEM 1 Urban form
- WEM 3 Public realm
- WEM 4 Public art
- WEM 5 Tall buildings
- WEM 8 Securing design quality
- WEM 15 Car parking standards
- WEM 16 Walking and cycling
- WEM 18 Housing mix
- WEM 19 Family housing
- WEM 21 Wheelchair housing and supported housing
- WEM 29 Community facilities
- WEM 32 Urban greening
- WEM 38 Play provision

Brent Local Development Framework Core Strategy 2010

- CP 1 Spatial Development Strategy
- CP 2 Population and Housing Growth
- CP 3 Commercial Regeneration
- CP 5 Placemaking

Document Imaged

*DocRepF
Ref: 15/5394 Page 7 of 36*

CP 6 Design & Density in Place Shaping
CP 7 Wembley Growth Area
CP 14 Public Transport Improvements
CP 15 Infrastructure to Support Development
CP 16 Town Centres and the Sequential Approach to Development
CP 18 Protection and Enhancement of Open Space, Sports and Biodiversity
CP 19 Brent Strategic Climate Mitigation and Adaptation Measures
CP 21 A Balanced Housing Stock
CP 23 Protection of existing and provision of new Community and Cultural Facilities

Brent Unitary Development Plan 2004

Strategy

The relevant policies in this respect include Policies STR3-4 (prioritising locations and land-uses to achieve sustainable development), STR5 and 6 (reducing the need to travel), STR9 (role of GLA Roads and London Distributor Road) STR12-15 (protecting and enhancing the environment), STR25 (meeting employment need), STR29 (Vitality and Viability of the Borough's Town and District Centres, and the role of Wembley and Kilburn as major centres)

Policies

BE1 Urban Design Statements
BE2 Local Context & Character
BE3 Urban Structure: Space & Movement
BE4 Access for disabled people
BE5 Urban clarity and safety
BE6 Landscape design
BE7 Streetscene
BE8 Lighting and light pollution
BE9 Architectural Quality
BE10 High Buildings
BE11 Intensive and Mixed Use Developments
BE12 Sustainable design principles
BE13 Areas of Low Townscape Quality
BE17 Building Services Equipment
BE34 Views and Landmarks
EP2 Noise and Vibration
EP3 Local air quality management
EP6 Contaminated land
EP12 Flood protection
EP15 Infrastructure
H11 Housing on Brownfield sites
H12 Residential Quality – Layout Consideration
H13 Residential Density
H22 Protection of Residential Amenity
TRN1 Transport assessment
TRN2 Public transport integration
TRN3 Environmental Impact of Traffic
TRN4 Measures to make transport impact acceptable
TRN9 Bus Priority
TRN10 Walkable environments
TRN11 The London Cycle Network
TRN12 Road safety and traffic management
TRN13 Traffic calming
TRN14 Highway design
TRN15 Forming an access to a road
TRN16 The London Road Network
TRN17 Restrictions on New Roads
TRN22 Parking Standards – non-residential developments
TRN23 Parking Standards – Residential developments
TRN24 On-street parking
TRN25 Parking in Town Centres
TRN28 Restrictions on off-street public parking and contract parking
TRN30 Coaches and Taxis
TRN31 Design and Land Take of Car Parks
TRN34 Servicing in new developments

TRN35 Transport access for disabled people & others with mobility difficulties
Appendix TRN2 Parking and Servicing Standards
EMP2 Small and medium sized enterprises
EMP3 Childcare facilities in Employment Developments
EMP9 Development of Local Employment Sites
EMP10 The Environmental Impact of Employment Development
EMP14 Design of Business Developments
EMP20 Creative Industry Proposals
SH2 Major Town Centres
SH10 Food and Drink (A3) Uses
SH11 Conditions for A3 Uses
SH19 Rear servicing
TEA1 Location of large-scale Tourist, Visitor and ACE uses
TEA2 Location of small-scale Tourist, Visitor and ACE uses
TEA4 Public Art
TEA6 Large Scale Hotel Development
TEA7 Small Scale Hotel Development
OS18 Children's Play Areas
OS19 Location of Indoor Sports Facilities
CF1 Location of Large Scale Community Facilities
CF2 Location of Small Scale Community Facilities
CF4 Community Facilities Capable of Holding Functions
CF6 School Places
CF7 New Schools
CF8 School Extensions
CF11 Day Nurseries
CF13 Primary Health Care / GP Surgeries
CF14 Places of Worship
WEM2 Pedestrian Route/Promenade
WEM4 Residential Development within the Wembley Regeneration Area
WEM5 Relocation of Existing Businesses
WEM7 Access to development – the National Stadium Policy Area
WEM9 Comprehensive Development – The National Stadium Policy Area
WEM11 On-street parking controls for Wembley
WEM12 Short stay car parking in the Wembley Regeneration Area
WEM16 Urban design quality – Wembley Regeneration Area
WEM17 The public realm – Wembley Regeneration Area
WEM18 Design of Buildings Along Olympic Way
WEM19 Views of the Stadium
WEM22 Libraries in Wembley
WEM27 Opportunity sites at the Junction of Olympic Way and Engineers Way

Brent Council Supplementary Planning Guidance and Documents

SPG3 Forming an access to a road
SPG12 Access for disabled people
SPG13 Layout standards for access roads
SPG17 Design Guide for New Development
SPG19 Sustainable design, construction and pollution control
SPD Section 106 Planning Obligations
Destination Wembley – A framework for development (2003) Supplementary Planning Guidance
Wembley Masterplan 2009

Other Council Publications

Wembley Vision (2002)
Wembley From Vision to Reality (2007)
Wembley Calling (2015)

DETAILED CONSIDERATIONS

Background

1. This application seeks the approval of Reserved Matters in relation to details of access, appearance, landscaping, layout and scale for Plots NW07 and NW08. The scheme comprises two buildings with two

cores each ranging from 2 to 17 storeys in height, providing 361 residential units (within private, intermediate and affordable rented tenures), with private communal residential landscaped gardens, 59 car parking spaces for residential use, and 3,578sqm (GEA) of commercial space for either Class A1 or A2 (Retail), A3 (Café and Restaurant), A4 (Drinking establishments), A5 (Hot food takeaway), B1 (Business) and/or D2 (Leisure and Entertainment), ancillary space, and associated plant, cycle storage for 584 bicycles, refuse provision and associated infrastructure including the creation of "West Olympic Way".

2. The application has provided information in relation to the following conditions of the outline consent: 1 : Reserved Matters in relation to Layout, Scale, Appearance, Access and Landscaping; 8(c) : Layout details; 8(d) : Highways layout; 8(e) : Cycle storage; 8(f) : Parking; 8(h) : Access; 8(i) : Daylight; 8(k) : Wind; 9 : Noise; 12 : Noise; 20 : Vehicular access; 23 : Sustainability Implementation Strategy; 26 : Surface water drainage; 28 : Affordable Housing Storage.

Uses within the site

4. The proposed uses accords with the Outline planning consent with the scheme being residential led with some non-residential uses at ground level. The NW07 and NW08 scheme comprises two buildings, with four discrete cores, and communal gardens for residents. The ground floor provides commercial uses to the frontage around the plot and along west Olympic way, together with entrances to the residential accommodation, which is located across the upper floors.
5. The commercial floorspace proposed within Plot NW07 is 781sqm, distributed at ground floor level. This is proposed to be flexible floorspace that can be used for Use Class A1 or A2 (Retail), A3 (Café and Restaurant), A4 (Drinking establishments), A5 (Hot food takeaway) and/or B1 (Business).
6. Within Plot NW08, the total commercial floorspace is 2,797sqm distributed at ground floor level and first floor level. It is proposed that the commercial floorspace within this plot is also flexible and will cover Use Class A1 or A2 (Retail), A3 (Café and Restaurant), A4 (Drinking establishments), A5 (Hot food takeaway), B1 (Business) and/or D2 (Leisure and Entertainment).
7. The scheme accommodates 32,555sqm of residential floorspace, providing 361 residential units and ancillary areas. The residential accommodation is proposed to be provided partly as intermediate and affordable rented accommodation and as units for private sale and rent. 10% of all residential units are proposed to be wheelchair accessible or adequate for wheelchair users and all apartments are designed to Lifetime Home Standards.

Mix of residential units

8. A total of 361 residential units are proposed of which 20% are to be Affordable (measured by floorspace). The mix of units is as follows (by unit number). This table differs from that presented earlier within the report as it differentiates between "Private Rented" accommodation and private for sale accommodation (denoted as "Private units"). Private rented accommodation is rental accommodation that is let privately, being let and managed by a specific company. That company typically manages an entire building or core. This differs from by-to-let units which are typically purchased and let by individuals or smaller companies, with that individual or company only owning one (or very few) units within the building.

	1 Bed	2 Bed	3 Bed
Private Units	55	27	26
Private Rental Scheme	79	82	26
Affordable (Intermediate)	12	9	6
Affordable (Social)	8	10	21
Units Summary	154	128	79
Total Units	361		

9. Building A in NW07 provides 115 private residential apartments for rent across 16 levels. Each unit has access to a private balcony or terrace with the exception of two units which have a Juliet balcony. Communal open space is shared with residents of Building B and provided at podium level overlooking West Olympic Way and at roof level.
10. Building B in NW07 provides 72 private residential apartments for rent across 12 levels. Each unit has access to a private balcony or terrace with the exception of five units which have a Juliet balcony. Communal open space is shared with residents of Building A provided at podium level overlooking West Olympic Way and at roof level.
11. Building C in NW08 provides 66 Affordable tenure residential apartments across 12 levels. Each unit has access to a private balcony or terrace with the exception of four units which have a Juliet balcony. Communal open space is shared with Building D and provided at podium level overlooking Olympic Way.
12. Building D in NW08 provides 108 private residential apartments for sale across 14 levels. Each unit has access to a private balcony or terrace with the exception of four units which have a Juliet balcony. Communal open space is provided at podium level overlooking Olympic Way and at roof level facing south.
13. Residential communal open space is located at various levels of NW07 and NW08 and provides accessible, hard and soft landscaped open space together with seating and child friendly landscape and play space for children of 0-5 years.
14. The mix of units is specified within the Development Specification that was approved within the Outline Planning Consent, setting ranges for the proportion of units by size and tenure. The proposed mix complies with the approved unit mix. 21% of units proposed are 3bedroom family sized units.

Affordable Housing

15. The proportion of Affordable Homes was set within the Outline consent. The viability of the scheme was considered by the Valuation Office Agency (the VOA). The VOA concluded that the maximum proportion of Affordable Housing that could be provided is 10 % measured by floorspace. Your officers secured a review mechanism which tests actual sales values of homes and construction costs. This review mechanism has been triggered and review has been completed and verified. This increased the level of Affordable Housing to 15 %, measured by floorspace. The review applies to the residential floorspace proposed within this scheme together with the floorspace delivered within Alto which was approved before the review had been triggered. As such, the proportion of Affordable Housing within this proposal is 20 % as level is required to deliver 15 % Affordable Housing, taking into account the amount of additional Affordable Housing associated with the uplift from 10 to 15 % within Alto. The Affordable Housing is proposed within Plot NW08, with plot NW07 comprising Private Rented Sector accommodation. Officers consider this to be acceptable as the plots will be delivered concurrently and are adjacent to each other. The increased amount of Affordable Housing within Plot NW08 will make the Affordable accommodation more economically viable for Registered Providers.
16. In accordance with the Section 106 agreement, 40% of the Affordable housing is proposed to be delivered as intermediate accommodation for sale. 27 flats are provided, with a mix as follows:

	1bed	2bed	3bed
Number of units	12	9	6
% by hab room	32%	36%	32%

17. The remaining 60% equates to 39 affordable rented dwellings to be managed and maintained by a Registered Provider (RP). These units are to be provided in the following mix:

	1bed	2bed	3bed
Number of units	8	10	21

% by hab room	12%	23%	65%
---------------	-----	-----	-----

Housing for Private Sale or Rent

18. 108 units in Plot NW08 are to be provided for private sale. This is set out below:

	1bed	2bed	3bed
Number of units	133	110	52
% by hab room	33%	41%	26%

19. 187 units in Plot NW07 are for the private rent. This is set out below:

	1bed	2bed	3bed
Number of units	79	82	26
% by hab room	31%	48%	20%

Quality of residential units

20. The proposed units meet the minimum floorspace standards that are set out in the approved development specification. The submission is accompanied by a daylight assessment that demonstrates that only a very small number of windows within the development will not comply with the criteria set out in the Development Specification. This is considered to be acceptable given the very low proportion of windows that are affected and the fact that other windows within those units will meet the standards.
21. Most units are laid out in an efficient way which minimises internal circulation space and maximises usable space within the habitable rooms. There are 2 no. passenger lifts in each residential core serving all levels, floors 1 to 17, of which 1 is a fire fighting lift.
22. Buildings A and B are for private rented accommodation, the units are oriented to the west overlooking Elvin Square Gardens and to the east overlooking green roofs and landscaped public realm. The balcony sizes and locations maximise views to Elvin Square Gardens.
23. Building C provides affordable accommodation and is located along Olympic Way and is accessed from West Olympic Way in the same location as Building D. Within this building 6no.units are accessed per floor from single, central core. Larger dual aspect 3-bed units are located to the north of the plot for maximum views along Olympic Way.
24. Building D will provide private accommodation and is also accessed from West Olympic Way. The larger 2-bed and 3-bed units are located towards the south to maximise sunlight. Balconies are sited so as to maximize views to Wembley Stadium.
25. The proposal includes the provision of external residential amenity in the following four locations: NW07 Level 1 (433 sqm), NW07 Level 17 (308 sqm), NW08 Level 2 (560 sqm), NW08 Level 15(363 sqm). The podium levels provide shared communal open space and play space for children under five years of age. The designs and layout integrate play and provide safe, attractive and conveniently accessible roof level open space for all residents. The communal gardens are orientated towards the south of the plots to benefit from natural sunlight and daylight. The spaces feature hard and soft landscaping and integrate playspace for under 5yrs old. Three areas of “playable landscapes” for age groups under 5 are provided, including sensory planting and play features are provided. These “playable landscapes” are clearly overlooked by residents and provide opportunities for play under close or casual observation by parents. Local play space for children of 5-11 years of age will be provided within the neighbouring Elvin Square Gardens. The amenity space provision for the North West Lands consent included the provision of Elvin Square Gardens which will provide amenity space for both residents and visitors to the area.
26. Paragraph 2.61 of the Development Specification states that balconies are to be provided except

on the lowest levels of the south western and north western façades. All the units are provided with private amenity space either in the form of balconies of a minimum 1.5m depth or defensible space of a minimum 2.5m depth, with the exception of 12 apartments in Plot NW07 overlooking Elvin Square Gardens, which are provided with Juliet balconies. Balconies cannot be provided for these flats for design and security reasons, and for symmetry with NW06. Notwithstanding, the total private amenity provision for the development is significantly greater than the requirement for private amenity space in accordance with LBB SPG 17. Furthermore, an additional 1,664 sqm of communal amenity space is provided as terraced gardens.

27. The residential units are to be delivered in clusters of no more than 8 units per core per floor, in accordance with the Development Specification and the London Housing Design Guide. All of the units will be built to the Lifetime Homes standards while 10 % of the units will be wheelchair accessible or easily adaptable. The Affordable Rented accessible units will be provided as wheelchair accessible from the completion of the development while the other units will be “easily adaptable”. Wheelchair access through the scheme has been carefully considered and the developers sought the views of the Brent Access Forum whilst developing their proposals for the site.
28. The submission also seeks the approval of the condition regarding storage within the Affordable housing units and these details are considered to be acceptable.

Layout, scale and appearance

29. The NW07 and NW08 scheme comprises two buildings, with four discrete cores ranging from 13 to 17 storeys in height, with private communal gardens for use by residents. The scale and massing of the proposed scheme is within the heights and extents identified on the parameter plans approved under the outline planning permission, as amended.
30. The building design provides two buildings, with tall vertical recesses carved into the thick blade walls which relate to the vertical emphasis of the surrounding buildings. The western façade of the NW07 building is divided into distinct bays, which contain and enclose the balconies, reflective of the articulation used on the development of NW06. The façades have defining elements comprised through colour or massing differences in frame width and balcony length.
31. The NW08 development comprises of buildings C and D fronting onto Olympic Way and “West Olympic Way”. Building C comprises a 13-storey rectangular structure, whilst the adjoining Building D comprises 15-storeys. Fronting Olympic Way, are commercial units, two storeys in height. The different heights and angulation of the buildings diminish the linear frontage to the street and allow a varied roofline.
32. The proposal for Plot NW07 overlooks ‘Elvin Square Gardens’ to the west and “West Olympic Way” to the east. The plot comprises Buildings A and B. Each building is subdivided into bays and the southern element is lower than the northern element. There is an eight storey difference between the four bays comprising the two Buildings, such that the lower elements of Building B comprise nine storeys above ground. The north and south façades are similarly articulated although of a consistent height within themselves. Fronting “West Olympic Way” are two storey commercial units.
33. Your officers consider that the architectural approach breaks the scheme down into a number of discrete components which reduce its visual mass and results in a greater sense of verticality. However, the materials need to be carefully selected to ensure the success of the building.
34. A light palate of materials is proposed for the external cladding to create an interesting and modern architecture, which is well proportioned. A mix of solid and glazed façades will balance high levels of insulation and reduce solar gain.
35. To emphasise the symmetry between NW06 and NW07 and to maintain a unified appearance on both sides of Elvin Square Gardens, harmonious materials and colour palette are proposed. Clad in natural stone panels and brick, the two facades will complement each other. The remaining façades will be clad in a light coloured brick to blend with the western façade and the facing NW06 cladding.
36. The windows are organised into tall vertical strips with grey aluminium spandrel panels. On the balconies, the windows are separated by grey aluminium panels.
37. To continue the visual connection between the residential schemes, the material palette of NW08 will be complementary to that used for NW07. The primary façade material will be a light coloured brick which

will have a contemporary aesthetic. The appearance of the thick blade walls will be enhanced by the solidity of the brickwork. The windows and balconies are organised into tall, vertical bands with grey aluminium panels to visually increase the depth of the vertical bands.

Landscape and layout

38. There will be a separation of 18m between the two plots at ground floor level, increasing to between 25m and 30m for the upper floors. The upper floors of NW08 will be set back from Olympic Way by between 18m and 25m with the ground floor commercial space opening up on to Olympic Way. NW07 will be sited 60m from Olympic Way and 60m from the buildings in NW06. The proposed buildings will be sited over 15m from the civic centre (with Exhibition Way in between), 15m from Plot NW10 and 23m from NW11 and the proposed theatre.
39. NW07 and NW08 sit in a prominent location to the west of Olympic Way. The landscape and public realm proposals include the creation of a new pedestrian street between the two proposed buildings, named West Olympic Way. This will be lined with shops, restaurants and cafés, with residents' gardens at podium and roof levels.
40. West Olympic Way is 18m wide and 83m long. It connects north and south to east west routes, Repton Lane and Exhibition Way. Defined zones for rest and movement along the street have been considered from the outset as the public domain must function in both 'pedestrian only' and 'managed service mode' at different times of the day. Plenty of free circulation space through each section of the street and between the building ground floors is accommodated in the layout.
41. Arrival at either end of the new street is defined by the 'water benches' and the mature tree planting leading pedestrians safely and clearly through the level retail terraces and formal planters which define seating and entrance spaces. The 'water benches' are made from solid natural stone and integrate moving water to create a relaxed atmosphere.
42. The water features and seating areas are incorporated within the natural topography of the street as the ground plane rises from Repton Lane towards Exhibition Way.
43. The design proposals respond to adjacent development proposals, new building uses, level changes and building elevations to create distinct, accessible private spaces and streetscapes that sit harmoniously with the site context.
44. The details of the landscape proposals for the public realm surrounding the NW07 and NW08 buildings including the south east Pocket will come forward in due course pursuant to condition 14 of the outline planning permission. In accordance with the wording of this condition, these details are required to be submitted and approved prior to commencement of development.

Transportation

45. Parking, layout and access
46. Details of future road layouts adjoining the site (particularly Repton Lane) are the subject of a separate application (ref: 15/5574).
47. The two plots, NW07 and NW08, will be separated by a pedestrianised street (West Olympic Way), along which deliveries will be permitted between 6.30am-10am and 8-10pm, whilst the site boundary also includes a footway and two loading bays along the southern side of "Repton Lane" and a footway loading bay in the SW corner of the site adjoining Exhibition Way. New block paved footways are also proposed along the eastern edge for the site adjoining Olympic Way.
48. Car parking allowances for residential use are now set out in the Wembley Area Action Plan. As the site has a high PTAL rating, a reduced maximum parking allowance of 0.4 spaces per 1-1/2-bed flat and 0.6 spaces per 3-bed flat applies, giving a total allowance of up to 160 residential car parking spaces for this site. The proposed provision of 59 residential parking spaces would therefore accord with standards and is also well within the maximum target level for residential parking of 0.5 spaces per unit proposed in the outline planning consent for the North West lands development as a whole (ref: 10/3032), against which future traffic impact was assessed.
49. At least ten of these spaces should be allocated to the affordable housing units, to ensure these tenants

are able to obtain some parking space. Otherwise, spaces should preferably be leased to interested tenants on an annual basis, to allow future flexibility in their use.

50. Consideration also needs to be given to the likely impact of overspill parking from the site on traffic flow and road safety though. In order to gauge this, data from the 2011 Census in respect of the blocks at Forum House and Quadrant Court within the Stage 1 Wembley Redevelopment Area has been examined. This showed average car ownership of 0.38 cars per household, giving a predicted total car ownership of 137 vehicles for this development. With 59 spaces proposed, there is a predicted potential overspill of about 78 cars from the development.
51. However, the outline planning approval for the site secured funds towards the extension of CPZ's/parking controls in the area, promotion of a Car Club scheme, development of Travel Plans and a restriction preventing future residents obtaining on-street parking permits in the area. These measures should be sufficient to ensure that the any overspill parking from the site can be controlled, so as not to have a negative impact on traffic flow or road safety.
52. Additional parking is permitted for the commercial units, but none is proposed. Public car parking for the development area is provided within the "red" multi-storey car park on South Way. With no commercial parking thus proposed within this specific site, standards would not be exceeded.
53. The layout of the car park meets standards in terms of dimensions, with tracking provided to show that spaces can be easily accessed. However, in the absence of a plan showing how the car park relates to the previously approved car park beneath Elvin Square Gardens, it is not possible to confirm that access arrangements to spaces 52-59 would work in practice. A wider basement parking layout is therefore requested.
54. Parking standard PS15 requires at least 5% of all spaces to be widened and marked for disabled drivers (10% in the case of affordable housing). The proposed provision of four wide bays at the outset, with an allowance to increase provision to ten spaces in future subject to demand, is sufficient to meet this requirement and a right to park scheme will ensure access to spaces for those that need it. The location of the spaces provides good access to the lift cores to the upper floors. The only concern is that at least 2.6m headroom is provided along all access routes to the Blue Badge parking spaces to allow access by high-top conversion vehicles, as the submitted section for the car park is unclear on this point.
55. Forty-five of the spaces have been shown with electric vehicle charging points (19 active & 26 passive), which more than meets requirements. Again, leasing of access to such spaces will help to ensure they are available to people as they obtain electric vehicles.
55. Cycle storage
56. Standard PS16 requires one secure bicycle parking space per residential unit. To this end, secure stores have been shown within secure storage areas at ground and lower ground floor levels to provide a total of 588 double-height spaces, which is more than sufficient to meet this requirement and is welcomed.
57. Standard PS16 also requires the provision of bicycle parking for the commercial units, with standards varying according to use. Applying the standard for food retail and business use (one space per 125m²) would give a total requirement for about 29 spaces. It is therefore suggested that 15 stands be dispersed around the landscaped areas surrounding the site.
58. Servicing
59. With regard to servicing, four residential refuse stores are shown on the ground floor of the building close to the lift cores, with access directly from West Olympic Way and Repton Lane. The size of the bin stores is large though, which does mean that the maximum refuse carrying distance of 10m is inevitably exceeded in many cases. The assistance of an on-site concierge in moving bins to the front of the building on collection days would therefore be of great value, particularly if refuse collection is not timed to take place between 6.30am-10am and 8pm-10pm when delivery vehicle access along West Olympic Way is permitted. Brent's Waste & Recycling Team should be consulted on the refuse storage and collection arrangements.
60. Fire appliance access requirements can also be met from the future adjoining streets, with access available around all sides of the buildings.

61. Servicing requirements for the commercial floorspace depend upon the nature of the use, with retail/food and drink uses generally requiring servicing by transit sized vehicles and office units over 100m² requiring servicing by 8m rigid lorries. Loading is proposed to take place from the future privately maintained roads adjoining the buildings (Repton Lane, West Olympic Way (between 6.30am-8.30am only) and Exhibition Way).
62. Two 2.4m wide “footway” loading bays of 20m and 24m length are proposed along the shared surface Repton Lane adjoining the development for this purpose, with access available from Harbutt Road to the west and Olympic Way to the east (see comments on application 15/5574). The bays on Repton Lane, when in use, would narrow the “footway” to 2.4m, but as a lightly trafficked shared surface road, this would be fine.
63. A 2.5m x 9.5m bay also proposed to be marked on the footway area on the eastern side of Exhibition Way adjoining the proposed entrance to West Olympic Way, with two further indicative loading bays shown along West Olympic Way. The bay alongside Exhibition Way would be obstructive to pedestrians using West Olympic Way though and should be repositioned parallel to Exhibition Way. Signage restricting access along West Olympic Way to loading by lorries only between permitted hours is proposed, enforced using drop down bollards.
64. Otherwise, the commercial servicing arrangements are in general accordance with the outline parameter plans, so are acceptable, with these plots being located far enough from any adopted highway to eliminate any risk of unloading obstructing access along publicly maintained roads in the area.
65. Landscape layout
66. The landscaping arrangements propose block paving for the 2m (min.) pedestrian footway fronting Olympic Way and for a new 3m footway along the northern side of Exhibition Way fronting the site, which is welcomed. Porous paving is proposed along Repton Lane and West Olympic Way, although details of what this actually means are sketchy at the present time.
67. The design of West Olympic Way otherwise features a shared surface road to a maximum gradient of 4.76%, with a parallel pedestrian route alongside plot NW07 at a lower level separated by steps, planters, seating and water features, which is all fine.
68. Summary
69. Subject to the provision of further information on the layout of the basement car park in relation to the car park beneath Elvin Square Gardens and headroom for and along the access to the disabled parking spaces, together with the inclusion of 15 publicly accessible bicycle parking stands around the plot and the repositioning of the marked loading bay on Exhibition Way away from the southern end of West Olympic Way, there would be no objections on transportation grounds to the proposed layout of these plots.

Noise

70. To protect the future occupants of Plots NW07 and NW08 from sources of potential noise disturbance, NW07 and NW08 have been designed to achieve the acoustic requirements of the NW Lands Development Specification.
71. Sufficient information has been submitted to demonstrate that the residential units will meet the criteria set out within the development specification. These take into account likely noise from Wembley Stadium and Wembley Arena events and from general ambient noise, such as road traffic noise.

Daylight and Sunlight

72. A full assessment has been undertaken by GVA Schatunowski Brooks, of the levels of daylight and sunlight that the residential units within NW07 and NW08 will receive. This is a requirement of condition 8 of the outline planning permission.
73. The assessment has been undertaken having regard to the commitments within paragraphs 3.1 and 3.2 of the NW Lands Development Specification, which require that a minimum Average Daylight Factor (ADF) of 1.5% for living space and a 1.0% for bedrooms is achieved in all residential units, and that no more than two fifths (40%) of the new amenity space will be in permanent shadow on 21 March.

74. In terms of daylight and sunlight, the residential units within Plots NW07 and NW08 achieve these commitments save for eight rooms which form 0.7% of the total number of rooms within the two blocks. These comprise three living room and four bedrooms, which fall below the recommended target values for ADF. This is considered to be acceptable given the small proportion of rooms and the nature of the surrounding area.
75. West Olympic Way will achieve the Development NW Lands Specification commitment in relation to shadowing. The overshadowing assessment has also analysed Plot NW07 and NW08 and concluded the development accords with the requirement of paragraph 3.2 of the Development Specification.

Wind Environment

76. A boundary layer wind tunnel study has been carried out by BMT Fluid Mechanics Ltd. (BMT) to assess the wind microclimate for the proposed Plots NW07/08. The boundary layer wind tunnel study has enabled the pedestrian level wind environment at the site to be quantified and classified in terms of suitability for planned usage, based on the industry standard Lawson criteria for pedestrian comfort and safety.
77. The study considers the proposed development in the context of the existing environment (including Plots NW01 and NW06), and after construction of the Wembley Theatre, the NW Lands Masterplan, and consented developments in the vicinity.
78. The study was used to provide a reliable quantification of the pedestrian level wind environment within the following key areas: Pedestrian access routes; Entrances; Recreational areas including roof terraces. The wind environment was assessed at a total of 101 locations for the proposed development (within and beyond the Reserved Matters Application (RMA) boundary), with 85 locations at ground level and 16 locations at elevated levels.
79. The findings with regard to the proposed NW07/08 in the absence of the North West Lands Masterplan, within interim surrounds, wind conditions rate as suitable in term of pedestrian safety, at all locations within the RMA boundary and immediately surrounding area.
80. With regard to comfort the tested areas are broken down in to separate types of location.
81. Thoroughfares:
82. With regards to pedestrian comfort, in terms of wind force, wind conditions at all pedestrian thoroughfares within the RMA boundary and immediately surrounding area are generally suitable for at least leisurely strolling throughout the year and thus for comfortable pedestrian access to and passage through the site.
83. Entrances:
84. Wind conditions at entrances within the RMA boundary and immediately surrounding area are considered suitable, in terms of pedestrian comfort, throughout the year.
85. Recreational Spaces:
86. Within the RMA boundary and immediately surrounding area, wind conditions within recreational spaces are suitable for at least short periods of sitting from spring to autumn and thus for proposed pedestrian activities.
87. Upon completion of the Wembley Theatre, wind conditions in and surrounding the proposed development remain largely the same as in the absence of the theatre, with any changes bringing improvements in terms of pedestrian comfort. The impact on the results is minor and wind conditions remain suitable for proposed pedestrian activities as outlined above.
88. When the NW Lands Masterplan is built out, this will have a marginal beneficial impact on the wind conditions at both ground and podium levels. As a consequence, all areas remain suitable for proposed pedestrian activities.
89. With the completion of buildings consented for construction in the near vicinity of Plot NW07 and NW08, there is no material difference in wind conditions when compared to the Plot NW07 and NW08 buildings with the completed NW Lands Masterplan. As a consequence, all areas remain suitable for proposed pedestrian activities.

Conclusion and compliance with Development Specification

90. Applications for reserved matters for the North West Lands are required to comply with the Development Specification and the Parameter Plans, unless any proposed departures would be unlikely to have any significant adverse environmental effects.
91. The proposal for NW07 and NW08 provide 361 residential dwellings across 32,555 sqm of gross external floorspace, and 3,578 sqm GEA of commercial floorspace, to be used for either Class A1 or A2 (Retail), A3 (Café and Restaurant), A4 (Drinking establishments), A5 (Hot food takeaway), B1 (Business) and/or D2 (Leisure and Entertainment). This provision is fully within the land uses and quanta approved under the outline planning permission.
92. The proposal is materially in accordance with the parameter plans approved under outline planning permission and also those submitted pursuant to the non-material amendment application under Section 96A on 30 September 2015 (ref: 15/4236).
93. Paragraph 2.29 of the Development Specification states that residential accommodation is to be predominantly incorporated at upper levels, but that residential units at ground floor level can also be incorporated within Plots NW01, NW06, NW07 and NW09. Within NW07, the residential accommodation is incorporated at upper levels and there are no residential units at ground floor level.
94. In terms of unit mix, the Development Specification lists the range for the mix of units within the whole of the North West Lands. The proposal within Plot NW07 and NW08 addresses the shortfall from preceding Plots NW01 and NW06 in relation to the mix of units within the development. The schemes that have been submitted to be bought forward for development comply with the specifications set out in these terms.
95. The Development Specification states that carbon reduction will be achieved from onsite renewable energy across the NW Lands, including up to 3,300 sqm of photo voltaic panels. The sustainability strategy for Plots NW07 and NW08 is set out earlier in this report. Although the scheme does not include any photo voltaic panels, the scheme will achieve the target levels for carbon reduction and it is proposed to maximise the roof space utilised for biodiverse roofs and amenity space which bring their own environmental benefits to the scheme.
96. As set out in the discussion above, the proposal is in material compliance with the Development Specification in terms of sunlight and daylight for the proposed residential units. Additionally, it has been demonstrated that the proposal will be in compliance with the Lawson Criteria in terms of wind environment.
97. From the information provided, it has been demonstrated that there are no significant environmental effects arising from the modest deviation from the Development Specification. Therefore, it is concluded that the NW07 and NW08 proposal is in material compliance with the aims of the Development Specification and the proposals are considered to be acceptable.

SUSTAINABILITY ASSESSMENT

The key sustainability requirements were set out within the Outline planning consent, which included a requirement to meet Code for Sustainable Homes (CSH) level 4, BREEAM "Excellent" for non-residential floor space comprising more than 10% of the plot area, a site-wide gas fired CHP engine provided within a single energy centre before completion of the 780th unit, future connection to a district heating system if provided in the future, up to 3,300 sqm of photo voltaic (PV) panels across the site, a minimum score of 50% of the SPG19 sustainability checklist and to meet the Mayor of London's Essential Standards as set out within the 2008 revision of the London Plan.

Although the government has withdrawn CSH, as a legacy case the standard can still be applied. A pre-assessment has been submitted which demonstrates that the scheme will meet CSH level 4 and the non-residential floorspace does not comprise more than 10 % of the floorspace. The applicant has confirmed that the scheme will be connected to the site wide heat network served by a single energy centre. A SPG19 sustainability checklist has been submitted demonstrating that the proposal will meet the minimum level of 50 %. The submission confirms that the Essential Standards will be met. On completion we would expect a Post Construction Assessment to confirm the standard has been achieved.

The Energy Centre located in Plot NW06 which is already consented, will supply the site wide district heating network for the whole of NW Lands. The energy centre has been designed so that plant installation can be phased to meet the heat demand as it grows. The second of two 210kWe output CHP units will be installed in the energy centre no later than the completion of 60% of the dwellings in Plot NW07 and NW08, in line with CSH requirements. The network pipe work will be provided prior to the completion of the first units in Plots NW07 and NW08.

The proposal demonstrates that the development will meet the sustainability requirements as set out within the Outline Planning Consent.

S106 DETAILS

S106 details.

4: Affordable Housing,

The schemes affordable housing delivery and compliance with the parameters set out in the outline consent have been discussed in the report and it has been demonstrated that the proposal is not only in accordance with the approved details but exceeds the standards set out in the approved scheme.

10.5 Demolition,

The development will not require any substantial demolition as the plot is currently occupied by a concrete slab. This will not have any significant material impacts and will form part of the overall construction works at the site.

12 Sport and Play Space,

As has been discussed in the report, the scheme will deliver sufficient play space for children between the ages 0 and 4 years old. The consented 0.4Ha of Elvin Square Gardens adjacent to the current proposal will provide sufficient play and open space for children between the ages of 5 and 11 years.

19 Brent Access Forum.

A Brent Access meeting took place prior to the submission of the application in relation to Plots NW07 and NW08 and this has helped shape the proposals presented within this application. The minutes of the meeting have been included within the submission.



DECISION NOTICE – APPROVAL

=====

Application No: 15/5394

To: Miss Carney
Signet Planning
9 Mansfield Street
London
W1G 9NY

I refer to your application dated 10/12/2015 proposing the following:
Reserved matters application in relation to outline planning permission 14/3054. This application relates to Plots NW07 and NW08 for the construction of two buildings with two cores each ranging from 2 to 17 storeys in height, providing 361 residential units (within private, intermediate and affordable rented tenures), with private communal residential landscaped gardens, 59 car parking spaces for residential use, and 3,578 sqm (GEA) of commercial space for either Class A1 or A2 (Retail), A3 (Café and Restaurant), A4 (Drinking establishments), A5 (Hot food takeaway), B1 (Business) and/or D2 (Leisure and Entertainment), ancillary space, and associated plant, cycle storage for 584 bicycles, refuse provision and associated infrastructure including the creation of "West Olympic Way".

The application has been submitted pursuant to conditions 1 (Layout, Scale, Appearance, Access and Landscaping); 8(c) Layout details; 8 (8(d) Highways layout; 8(e) Cycle storage; 8(f) Parking; 8(h) Access; 8(i) Daylight; 8(k) Wind); 9 (Noise); 12 (Noise); 20 (Vehicular access); 23 (Sustainability Implementation Strategy); 26 (Surface water drainage); 28 (Affordable Housing Storage).

This application also provides information pursuant to the S106 obligations below, with regard to Plots NW07 and NW08:

4: Affordable Housing, 10.5 Demolition, 12 Sport and Play Space, 19 Brent Access Forum.

and accompanied by plans or documents listed here:
Please see condition 1.

at Yellow Car Park, Fulton Road, Wembley

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

- 1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are

aggrieved by the decisions of the Local Planning Authority.

2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with policies contained in the:-

National Planning Policy Framework
London Plan 2011
Wembley Area Action Plan Jan 2015
Brent Local Development Framework Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

- 1 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

A-PL-010
A-PL-001
A-PL-002
A-PL-099
A-PL-100
A-PL-101
A-PL-102
A-PL-103
A-PL-104
A-PL-105
A-PL-106
A-PL-107
A-PL-108
A-PL-109
A-PL-110
A-PL-111
A-PL-112
A-PL-113
A-PL-114
A-PL-115
A-PL-116
A-PL-117
A-PL-118
A-PL-200
A-PL-300
A-PL-301
A-PL-302
A-PL-303
A-PL-304
A-PL-305
2110-000-002
2110-000-005
2110-010-001
2110-020-001
ITL11036-SK-004 Rev B
ITL11036-SK-002 Rev B
ITL11036-SK-006 Rev C
ITL11036-SK-007 Rev A
An Explanatory Report
A Design and Access Statement

Reason: For the avoidance of doubt and in the interests of proper planning.

- 2 Further information on the layout of the basement car park in relation to the car park beneath Elvin Square Gardens and headroom for and along the access to the disabled parking spaces, together with the inclusion of 15 publicly accessible bicycle parking stands around the plot and the repositioning of the marked loading bay on Exhibition Way away from the southern end of West Olympic Way, shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Reason:

To ensure that the proposed development does not result in an increased demand for parking that cannot be met within the site and to ensure the proposal does not prejudice the free flow of traffic.

Any person wishing to inspect the above papers should contact Andrew Neidhardt, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1902

COMMITTEE REPORT

Planning Committee on 9 March, 2016
Item No 10
Case Number 15/4523

SITE INFORMATION

RECEIVED: 19 October, 2015

WARD: Northwick Park

PLANNING AREA: Wembley Consultative Forum

LOCATION: Byron Court Primary School, Spencer Road, Wembley, HA0 3SF

PROPOSAL: Demolition of eight existing buildings on site comprising 4x teaching blocks, 1x shelter, 1x shed, 1x storage/garage and 1x kitchen and dining facilities and construction of new part single and part two storey building (to accommodate expansion of the school from 3 form to 5 form entry primary school), all-weather MUGA to include the reconfiguration of the School's playing field and associated landscaping and parking, upgrading of the Nathans Road access and temporary permission for the erection of a single teaching block (2x classrooms) for use until July 2017.

APPLICANT: London Borough of Brent

CONTACT: LUC

PLAN NO'S: Please see condition 2.

LINK TO DOCUMENTS ASSOCIATED TO THIS APPLICATION

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_124621

[When viewing this as an Hard Copy .](#)

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/4523" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

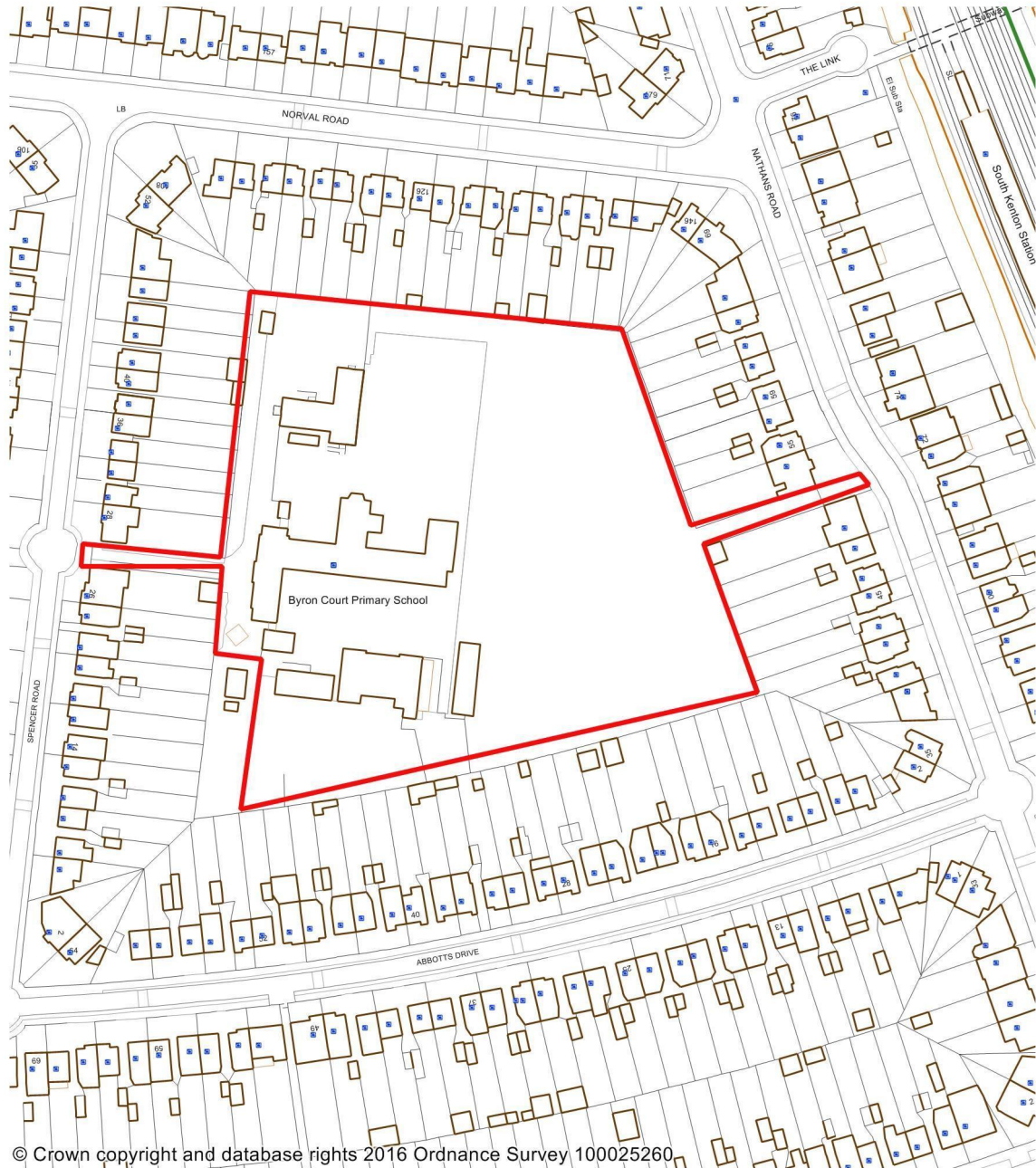
SITE MAP



Planning Committee Map

Site address: Byron Court Primary School, Spencer Road, Wembley, HA0 3SF

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed Site Plan



Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed North and East Elevations



Proposed South and West Elevations



01 Proposed West Elevation
1/20

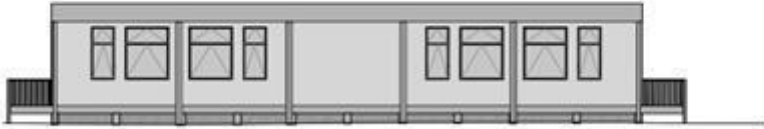


02 Proposed South Elevation
1/20

Proposed Elevations - Temporary classrooms



01 Proposed Classroom Classroom



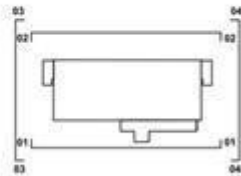
02 Proposed Classroom Classroom



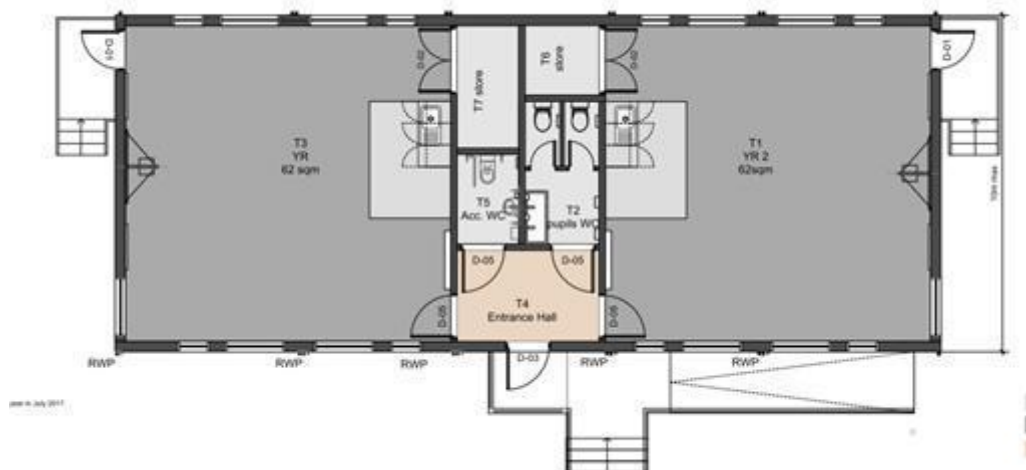
03 Proposed Classroom Classroom



04 Proposed Classroom Classroom



Proposed Floor Plans - Temporary Classrooms



RECOMMENDATIONS

Grant Consent, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Demolition of eight existing buildings on site comprising 4x teaching blocks, 1x shelter, 1x shed, 1x storage/garage and 1x kitchen and dining facilities and construction of new part single and part two storey building (to accommodate expansion of the school from 3 form to 5 form entry primary school), all-weather MUGA to include the reconfiguration of the School's playing field and associated landscaping and parking, upgrading of the Nathans Road access and temporary permission for the erection of a single teaching block (2x classrooms) for use until July 2017.

B) EXISTING

The application site comprises Byron Court Primary School. It is a community school located in the north of the borough. The current capacity of the school is 630 plus 30 temporary/bulge places in Year 2 on the main site - 660 places in total. The school also manages two temporary Reception classes providing 60 places off site at Ashley Gardens.

The school site is surrounded on all side by two storey semi detached residential properties on Spencer Road, Norval Road, Nathans Road and Abbots Drive.

The main school access is currently from Spencer Road. There is a secondary access from Nathans Road but this is only used for maintenance purposes at present.

The site lies within Flood Zone 1, which is an area of low flood risk. The south western part of the site is currently designated as a Site of Local Importance of Nature Conservation. The school is also located within an Area of Distinctive Residential Character.

The Sudbury Court Conservation Area is located to the west of the site, along the boundary with The Fairway. Around 140m, to the east of the site is South Kenton Station, which is served by both London Underground and London Overground. The railside habitat is designated as a Site of Borough (Grade I) Nature Conservation Importance and a Wildlife Corridor.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application, the following amendments have been made to the proposal:

- Updated to Travel Plan. This includes some changes to the action plan and use of Northwick Park Car

Park. No changes have been made to the targets.

- Updated to the Energy Report to clearly set out the targets in relation to carbon reduction.
- Additional sections referencing the height of the new building, MUGA and temporary classroom in relation to neighbouring occupiers. It has used SPG17 as a guide.

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks full planning permission for the expansion of Byron Court Primary School from 3FE to 5 FE. The works include a new single and two storey school building along the northern boundary, a MUGA and reconfiguration of the playing fields. This is an existing school site and the general principle of the development is considered acceptable.

Impact on neighbouring amenity: The new school buildings, as a result of its siting and layout within the school site in compliance with SPG17 guidance, will not adversely impact on the amenity of neighbouring occupiers.

Landscaping and trees: A number of existing trees within the school site will be retained. New trees and landscaping is proposed as part of the school redevelopment.

Sustainability: Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings. The scheme achieves BREEAM 'Excellent'.

Transportation matters: The application proposes to increase on site car parking from 23 to 26 car parking spaces (including 2 disabled bays) with two EVCP to be secured by condition. 62 cycle spaces are proposed. A Service and Delivery Plan is to be secured by condition.

Officers recognise the current congestion problems around the school during drop off and pick up. The Council's Highways officers have recommended that additional measures are secured to mitigate the potential increase in traffic and parking on the roads, including improvements to the Travel Plan together with the Highways improvements set out later in this report. The improvements to the Travel Plan would seek to ensure that the Travel Plan (i) incorporates better targets, taking into consideration the increase in staff and pupils, (ii) includes existing initiatives that will be taken forward in autumn 2016 and (iii) includes the proposed park and stride measures for the Northwick Car Park. Further details are provided later in this report.

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	0		0	0	
Businesses and offices	0		0	0	
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	
Hotels	0		0	0	
Non-residential institutions	2535	1705	830	3218	2383
Residential institutions	0		0	0	
Restaurants and cafes	0		0	0	
Shops	0		0	0	
Storage and distribution	0		0	0	

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

RELEVANT SITE HISTORY

Relevant planning history

Main school site

14/2382: Full Planning Permission sought for erection of single storey temporary modular unit for use as classroom within the playground adjacent to the main school building - Granted, August 2014.

11/2342: Full Planning Permission sought for first floor extension to rear wing of main building to help facilitate the expansion of the school from 2.5 forms of entry to 3 forms of entry - Granted, December 2011.

11/1336: Full Planning Permission sought for proposed works to school comprising enclosure of existing covered passageways, creation of new main front entrance, erection of new fencing and installation on new bicycle stands - Granted, August 2011.

92/1645: Full Planning Permission sought for retention of single storey classroom building - Granted, December 1992.

Ashley Gardens site

15/2083: Variation of condition 3 to allow the continued use of the temporary classrooms at Ashley Gardens to operate until the end of the academic year on 31 July 2017 - Granted, July 2015

14/3670: Variation of condition 3 to allow the continued use of the temporary classrooms at Ashley Gardens to operate until the end of the academic year in July 2015 - Granted, November 2014.

CONSULTATIONS

Consultation

Consultation letters were sent out initial sent to 344 local residents on 3 November 2015. Additional consultation letters were sent to 456 properties on 27 November 2015. These properties are further afield from the application site but on the main routes within the Sudbury Court Estate on Norval Road, Carlton Avenue West, Abbotts Drive, The Fairway and Oldborough Road

The Ward Councillor's for Northwick Park and Preston wards were consulted on 4 November 2015, together with the Sudbury Court Residents Association, and internal and external consultees. Site notices were displayed on the roads surrounding the site (Norval Road, Spencer Road, Abbotts Drive and Nathans Road) on 26 November 2015. The application was advertised in the press on 12 November 2015.

Response from individual households

In response to the consultation 22 objections have been received from individual households. A summary of the areas of objection and frequency of each area of objection is set out below:

Topic of objection	Objection	Frequency of objection
Public consultation prior to planning application being submitted	Proposal had overwhelming objection at the public consultation stage and despite the objections, Cabinet agreed for the expansion to go ahead, concluding that most of the objections could be resolved at the planning application stage.	1
	Brent Council has been misleading during public consultation stage prior to the application being submitted. At that stage it proposed a number of smaller school extensions, and not the scale of the expansion submitted within the planning application. This includes plans for the new main	2

	hall and kitchen to be one storey but the plans submitted with the application show it at two storeys.	
Public consultation at planning application stage	Council website inaccurate as states that those who comment address will not be displayed but the addresses have been displayed.	3
	Delay with objections being uploaded onto the website	1
	Council is changing the submissions that people are making and then displaying the changed submissions.	2
	Misleading information within the planning application consultation letter. Documents not available to view in hard copy in the Council offices.	1
	Council is adding new documents regarding the application once the initial consultation letters sent out.	1
	Number of comments supporting the scheme from Byron Court Primary School – individual addresses not provided. Therefore should not be counted as individual comments of support.	2
Need for school expansion	Wembley High Primary School will already provide surplus in school places in the area, meaning that pupils will be outside the catchment area and will need to travel further distance resulting in increase traffic and parking problems in the area	4
	Case to expand the school is flawed as it was based on the data and assumptions on the report to Cabinet in March 2015 but this data has since changed as stated in the report to Cabinet in November 2015. Proposal will result in surplus in primary school places in the area. Therefore expansion not justified.	7
	Brent Council claims the school is over subscribed but large	3

	number of pupils are from outside the catchment area. School places should be prioritised for those within the catchment area.	
	The school should not expanded to address school place shortfalls elsewhere including large developments within Wembley/Alperton. New schools should be built in these areas .	6
	The school does not meet the high education standards that it once did. Not OFSTED 'Excellent' and risk that expansion will result in the school being below outstanding. Figures suggest in 2014 Byron Court School only achieved 79% of pupils passing Level 4 which is below the average for Brent, consequently the school is only ranked 33rd in Brent. Furthermore by the Department for Education's newly proposed assessment criteria Byron Court School would no longer be rated outstanding.	7
	Proposals should be considered to only expand by 1FE and refurbish existing buildings.	1
	Proposal would impact on Green Belt	1
	The council should only expand schools that are on main roads and have more land space.	1
	The area already has community facilities. There is no demand for community facilities at Byron Court.	
Impact of expansion upon quality of education	School expansion will adversely on the quality of the teaching experience provided fort pupils at Byron Court. The Department of Education says large primary schools give a worse education than small schools.	9
	Construction work will disrupt the children's' education and will jeopardies health and safety.	2
Impact on neighbouring occupiers	Buildings will be obstructive to neighbouring occupiers with	9

	loss of light and overshadowing	
	New building will result in lack of privacy to existing residential occupiers .	10
	Overlooking from larger vehicles such as coaches travelling along Nathans Road access into neighbouring rear gardens and increased noise. No screen planting proposed. Impact made worse by loss of Chestnut Tree – this is against Protocol 1, Article 1. (person has the right to peaceful enjoyment of all their possessions, which includes the home and other land), Article 8 (states that a person has the substantive right to respect for their private and family life), Brent' UDP and DMP10.	1
	New building will result in increased noise to neighbouring properties and rear gardens.	5
	Noise and vibration from construction traffic and works	1
	Loss of trees will result in a loss of amenity for local residents.	3
Highway related matters	Increased demand for parking with additional staff and for contractor vehicles during the build. Parking is already a problem and this would get worse.	
	Area already significant congested with commuter traffic from South Kenton Station close by and people parking to visit Northwick Park Hospital. Additional congestion with vehicles parked on both sides of the narrow road network, and with construction lorries and coaches will led to emergency vehicles not being able to access the roads around the school.	15
	Construction vehicles and increased vehicles trips to the site once the school is expanded will lead to more noise and more inappropriate driving such as parents parking on driveways and on double yellow lines. Spencer Road is	7

	already a voluntary one way road during drop off and pick up times. Any vehicle trying to travel the other way results in more chaos and congestion.	
	Site has very limited access to public transport.	2
	Meeting school demand for areas outside the catchment will result in unsustainable modes of transport for pupils having to travel longer distances i.e. by car. This has not been considered within the Transport Assessment.	7
	Coach access from Nathans Road will be dangerous to pupils. No safety audit of the highway plan has been carried out. The access is unable to accommodate larger vehicles or provide turning areas. Lack of visibility splays and too close to neighbouring boundaries .	7
	Proposal to park in Northwick Park car park will not relieve congestion as the car park is only accessible by the same roads that experience congestion.	1
	No evidence has been provided of other schools where waling buses have been successful.	4
	Parking survey misleading as counts both sides of Spencer Road. This road is too narrow to allow parking on both sides of the road	1
	Residents have requested one way system in the past and parking regulations but no action taken by the Council.	1
	Pupils and staff should be forced to walk from Norval Road and Abbots Drive so that vehicles do not travel down Spencer Road	1
	The neighbouring properties will be required to gain the necessary width of access for larger vehicles from Nathans Road. This would be subject to compulsory purchase powers	

	and not shown within the planning application.	
	Misleading information regarding number of car parking spaces on site and number of staff.	1
	Accesses do not segregate vehicles from pedestrians	1
	No visibility from the street for parents to observe children arriving at their destination.	1
	There will be a planned change to the existing road layout at The Green junction with Watford Road, allowing for construction traffic to turn right into The Green from Watford Road. This would be detrimental to highway safety.	2
	Temporary road restrictions will apply.	1
	Proposed one way system through the estate could lead to delays/blockage. This would impact on residents if needing to leave in emergency situations.	1
Environmental considerations – Air Quality, Flood Risk and Ecology	Increased flooding and increased pressure on local sewer network .	5
	New access on Nathans Road being built over the existing drain – risk of collapsing.	1
	Information within the Air Quality Report misleading as no site visit carried out by consultant .	1
	Increased congestion and air pollution within the vicinity of the site.	11
	Proposal will affect wildlife and ecology in neighbouring gardens such as frogs, newts, mayflies, dragonflies and fish	1
	Council did not take advice from own consultant – i.e relating to EIA Screening Opinion. An EIA should have been required due to air quality.	1
Design of building/impact on neighbouring Conservation Area	Design of new building not in keeping with character of	2

	existing school building.	
	Separate two storey building not attached to the existing school is contrary to policy. Residential houses in the area would not be allowed to build two storey detached buildings in their gardens.	1
	Proposals are out of character with the area.	3
	The proposal will affect the Sudbury Court Conservation Area through the generation of increased traffic and people, together with the schools size and appearance.	2
	Is the new building suitable for disabled access due to stepped level changes across the building	1
	The site is too small to accommodate the school expansion.	2
	Unclear why classrooms need headroom height of 4.3m at ground floor and 3.9m at first floor. This will result in extra energy to heat the buildings.	1
Other points raised	Impact on value of residential properties .	2
	Asbestos in existing buildings to be removed .	1
	Behaviour of headteacher unacceptable – pushing parents/pupils to support the expansion	1
	The school, officers and elected members should be there to serve its local community and not impose its own agenda, irrespective of the needs and wishes of the community.	1
	Increased crime as a result of more movements	1
	How can such a larger school (1050) be excavated safely in an emergency	1
	Rubbish being dumped by children	1

	Properties in the area have suffered from kerosene smells from aircraft. Query how this will affect the proposal.	1
	Increased risk to security of properties on Nathans Road due to access being opened up for pedestrians and vehicles. School responsible for boundary fencing. Likewise pedestrians at risk from the garage (contains asbestos) and conservatory within the neighbouring property due to proximity of the access road to the neighbouring property	1

Comments supporting the application have been received from the school and one individual householder. The reasons for supporting the school expansion are set out below:

- School expansion is needed to meet the increased population demands in the Borough.
- The school has to teach some pupils off site in the Ashley Gardens annexe. These children would otherwise not have a school place.
- School is suitable for expansion as it has OFSTED Outstanding status, teaching school accreditation, and has committed and talented staff and vision.
- The school needs a canteen, a bigger hall and also the classrooms outside requires refurbishing. Additional space and facilities will greatly enhance the teaching and learning opportunities and will provide children with a better environment in which to learn.

Sudbury Court Residents Association

An objection has been received from SCRA raising the following items:

1. March Cabinet decision to proceed based on incorrect data - Primary driver for 5FE expansion no longer applicable
2. Adverse Traffic Impacts
3. Flooding risk: Proposed development will cause surface water / sewage flooding
5. Parental concerns regarding the expansion
6. Educational risk - Risk of jeopardizing Byron Court rating and standards
7. Highway regulations and Health & Safety compliance failure for proposed Nathans access.
8. Inadequate separation of new Nathans access from adjoining property.
9. There should be appropriate segregation between pedestrians and vehicles
10. Vast Majority of parents and residents opposed to proposal
11. Ecological concerns

12. Traffic problems expected during construction works.

The above objection is accompanied by a petition supporting the objections raised above. The petition is signed by 1469 persons.

Ward Councillors

Councillor Perrin- objections have been received on the following grounds:

- Transportation and safety - congestion, cars parked illegally on yellows, no loading, school zig zags and of course the pavements and across (sometime in) driveways.
- Failing to comply with Travel Plan - no school staff in the street at all.
- Parents from Alperton and Wembley want a school place closer to home, so they do not need to drive.
- Query on amount of runoff (using averages) that will flow into the sewers and changes to local groundwater/table.
- Proposal should comply with SUDS policy

External Consultation

Sport England - Confirmed that they raise no objection to this application which is considered to meet in part both exceptions E4 and E5 of our adopted Playing Fields Policy, subject to conditions relating to community use and the quality of the replacement playing field.

Environment Agency - confirmed that they do not need to be consulted on the application and therefore wish to make no comments.

Internal Consultation

Landscape - Confirmed that they have no objection to the scheme. The loss of four trees including two large Horse chestnuts will be mitigate by new tree planting. Recommended that further details regarding the pond are provided to minimise impact on tree roots of nearby trees are conditioned.

Sustainability Officer - Proposal is acceptable as it achieves more than 35% carbon reduction over Part L 2013.

Environmental Health – No objections raised subject to conditions being secured relating to (1) emissions for the boiler within the new school building, (2) construction management plan to control dust and noise; (3) requirement for asbestos to be safely removed; (4) contaminated land; (5) noise in relation to plant equipment; (6) and restriction on external lighting to the MUGA.

Transportation - The proposal is likely to generate more traffic and parking on the roads. Measures to help mitigate any impact will need to be secured through:

a. A revised Travel Plan that (i) reflects much better targets, taking into consideration the increase in staff and pupils, (ii) includes existing initiatives that will be taken forward in autumn 2016 and (iii) parents are being encouraged to use Northwick Car Park, in order to give the proposed Travel Plan targets some credibility.

b. Highway improvements works as discussed within the remarks section below

POLICY CONSIDERATIONS

National Planning Policy Framework

Paragraph 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Further Alterations to the London Plan 2015

- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.13 Sustainable Drainage
- 6.1 Strategic Approach
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking

Brent's Core Strategy 2010

Objective 5 - meeting social infrastructure needs

CP18: Protection and Enhancement of Open Space, Sports and Biodiversity

CP19: Brent Strategic Climate Change Mitigation and Adaption Measures

CP23: Protection of existing and provision of new Community and Cultural Facilities

Brent's UDP 2004

BE4: Access for Disabled People

BE6: Public Realm - Landscape Design

BE7: Public Realm - Streetscape

BE9: Architectural Quality

BE12: Sustainable Design Principles

BE17: Building Services Equipment

BE29: Areas of Distinctive Residential Character

EP2: Noise & Vibration

EP3: Local Air Quality Management

EP12: Flood Prevention

CF8: School Extensions

OS13: Development on sites of Borough (Grade II) and Local Nature Conservation Importance

OS14: Wildlife Corridors

TRN4: Measures to make Transport Impact Acceptable

TRN10: Walkable Environments

TRN11: The London Cycle Network

TRN22: Parking Standards - Non Residential Developments

PS12 - Non-Residential Institutions

Draft Development Management Policies - Publication Version September 2015

DMP12: Parking

DMP13: Movement of Goods and Materials

SPG17 "Design Guide for New Development" Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

DETAILED CONSIDERATIONS

Existing site

1. Byron Court was built in 1932 and originally contained a part single part two storey hipped roof brick building, located towards the centre of the site. The main school building currently contains classrooms, learning resources, the hall and administrative offices. The school has been expanded over the years with the kitchen and dining hall located to the west of the main school building (built in 1960s), other classroom facilities to the east of the main school building in single storey buildings (built in 1970s and later years) and the temporary bulge classroom located on the school playground. The modular buildings within the site and

the kitchen/dining hall are outdated facilities and in a poor state of repair.

2. The current number of pupils enrolled at the School including Ashley Gardens is 697. The School's standard capacity is 630. This has been increased to 660 as there is one temporary bulge class onsite. The School is also responsible for Ashley Gardens which has a capacity of 60. The School therefore has a capacity of 720, 90 of which are temporary places.

3. A table showing the current school pupil numbers based on year group is set out below:

Year Group	Number of pupils
Reception	89
Year 1	134
Year 2	90
Year 3	114
Year 4	90
Year 5	90
Year 6	90
Total	697

The need for additional primary school places

4. In recent years Brent has seen an unprecedented increase in the demand for primary school places. The primary pupil population (Reception to Year 6) has grown from 23,488 in May 2008 to 26,028 in May 2015, an increase of 10.81%.

5. The Council has a duty to provide a "reasonable offer" of a school place to all children. For primary schools, "reasonable offer" is one within 2 miles of home.

6. The "School Place Planning Strategy 2014-18" was approved by Cabinet in October 2014. This advised that the most recent predictions provided to Brent Council by the GLA had indicated a substantial reduction in births across London, with a subsequent decrease in demand for Reception places. This has been confirmed by the 2015 projections. The Council is however aware that more recent data indicates that birth rates are rising again and it is therefore expected that the GLA projections to be revised upwards in 2016.

7. Demand for Reception places is currently projected to reduce from September 2016, leading to a projected surplus of Reception capacity across the borough. However, the Council expects that demand for admissions in year groups other than Reception will continue to grow.

8. Whilst the GLA projections are a good indicator of place need, they remain a statistical model which should be seen as a valuable tool rather than a definitive position. Demand for school places can be highly localised as parents seek entry to popular schools but refuse places at others. Fluctuations in birth rates can also quickly lead to projections being revised. In addition, the Council is projecting significant growth, particularly with developments coming forward within the Growth Areas.

9. In recent years Brent has been forced, at very short notice, to open temporary and bulge classes to meet a sudden increase in demand for primary school places. In total, and as of March 2015, there were 748 children in Brent being educated in temporary offsite annexes. Byron Court has one temporary bulge classroom on site and the school is managing two temporary Year 1 classes at Ashley Gardens. The Council wishes to reduce its reliance on such temporary provision, as it is neither educationally desirable or cost effective. In recognition of this, together with the anticipated changes to projections outlined above and the growth in primary cohort size from Reception to Year 6, Cabinet recommended in October 2014, that Brent should aim to maintain a 5% surplus in Reception places.

10. In March 2015, the Council's Cabinet Committee approved the permanent expansion of Byron Court Primary School by two forms of entry.

11. In November 2015, Cabinet approved an update to the "School Place Planning Strategy 2014-18". This resolved to approve the need to continue with all current planned school expansions. This was on the basis of a continued growth in demand for places in primary years outside of Reception and the recent changes in birth rates meant that future projections were are likely to be revised upwards.

Why the need to expand Byron Court Primary School

12. The Brent School Place Planning Strategy has criteria only to expand Good and Outstanding rated schools based on OFSTED classification (Office of Standards in Education). Byron Court Primary School was classified as Excellent by OFSTED in March 2012. The justification for expanding Byron Court Primary School was set out in the cabinet report and extracts are detailed below:

"Byron Court's attainment is above national averages. The percentages of the school's pupils attaining Level 4 and above in the reading, writing and mathematics national curriculum tests are higher than the national averages, and in 2014 nearly all of the school's pupils had met the national expectation of making at least two levels of progress at Key Stage 2.

The school uses its expertise to support other schools to improve. This has included the headteacher acting as Executive Headteacher for a school facing challenging circumstances. The headteacher and the governing body (made up of staff, parents, community and local authority representatives) provided strong leadership which was recognised by Ofsted when inspectors judged that school Good in May 2014.

In 2014 Byron Court's application to establish the Brent Teaching School Alliance was approved by the National College of Teaching and Leadership and the Department for Education. The teaching school alliance gives Byron Court as an outstanding school a leading role in the training and professional development of teachers, support staff and headteachers, as well as contributing to the raising of standards through school-to-school support. Byron Court's alliance includes three primary schools, one secondary school, three higher education institutions and the Brent Schools Partnership.

In order to become a teaching school Byron Court Primary School provided evidence of its successful partnership working and demonstrated its track record for excellent leadership and school improvement. Both the headteacher and the school met stringent criteria. As the lead school, Byron Court offers future teachers and leaders the professional development necessary to deliver success in their own schools."

13. For school planning purposes the borough is split into 5 different regions (planning areas) so that local demand can be calculated. Byron Court Primary School and 7 other Brent schools providing primary provision fall into planning area 2. This area covers the wards of Kenton, Barnhill, Preston and Northwick Park. Whilst latest projections as set out in the update to the "School Place Planning Strategy 2014-18" indicates a decrease in projected demand for Reception places in this Planning Area, if no action is taken, there would be a deficit in school places in this Planning Area of around 2 classes. The impact of this would be that whilst there would be sufficient primary school places across the Borough as a whole, there would be a deficit in two of the three Planning Areas in the north of the Borough, meaning the Council would be less likely to be able to make a "reasonable offer" of a school place to those children.

14. The applicant has advised that the expansion of Byron Court by two FE will address that deficit. A further planned expansion of a school in this Planning Area (Uxendon Manor Primary), if approved, would add a further 2FE expansion and overall the two expansions would create a manageable working surplus of primary school places in this Planning Area.

15. The applicant has also advised that a review was undertaken in January 2016 by Brent's Early Help and Education team which illustrated the latest projections for primary school places. The review concluded that in 2016/17 there will be a deficit of 10 reception places if Byron Court is not permanently expanded and a surplus of 50 places if it is expanded, across the borough. The findings of the review confirm that there is an immediate need to expand to Byron Court to a 5-form entry school.

16. The planning application for Uxendon Manor is also under consideration (LPA Ref: 15/5240) and has been put forward with a recommendation for approval at the 9 March 2016 Planning Committee. The applicant has advised that in the event that only one of the planning applications for Byron Court or Uxendon Manor obtained approval the subsequent developments would address the deficit in school places and would create a very small surplus of places in this Planning Area. This level of surplus is not considered sufficient to meet the anticipated growth in demand for Reception places in future years, or to support the sufficiency of places across the whole of Brent or to accommodate the existing and growing need for places in other primary year groups. The applicant therefore intends to expand both schools should planning approval be obtained.

17. If the proposal to expand is approved the increase in the number of permanent places at the school will be gradual until the maximum of 1050 (an increase of 390 pupils on site) is reached in September 2021. A table setting out the increase in pupil numbers is detailed below:

Year	2014/20	2015/	2016/	2017/2	2018/2	2019/2	2020/2
<i>Document Imaged</i>							
Page 172							

	15	2016	2017	018	019	020	021
Total capacity at Bryon Court	720*	720	780	840	900	990	1050

*630 permanent places (3FE)

+30 (bulge)

+ 60 at Ashley Gardens

Catchment area of Byron Court Primary School

18. School placements are based on school catchment areas, defined in a map. Each school has a set of roads which gives the children residing in them priority to that school. The actual catchment area can expand and shrink according to the number of children who apply for a place. If the school is very popular, depending on the criteria priority list, the children living closer to the school stand a better chance of getting a place than those far away. If the school is unpopular or has a specialism (e.g. a faith school) children living outside the official catchment area may stand a good chance of receiving a place. The School's Place Planning Team have advised that the map will not change once Byron Court is expanded although the demand most likely will.

19. The boundaries for the catchment map for Byron Court Primary School comprises the south of the Metropolitan Line (Northwick Park/Westminster University), the west of the Bakerloo Line/London Overground, northern side of East Lane and the Borough boundary along Watford Road.

20. The current catchment of pupils to Byron Court Primary School based on data from the October 2015 Brent School Census includes 254 pupils from within the catchment and 443 from outside the catchment. This is broken down within the following table:

In/Out Catchment	LA/Borough	Pupils	
Inside	Brent	254	36%
	Inside Total	254	36%
Outside	Brent	403	58%
	Brent LA	403	58%
	Harrow	29	4%
	Ealing	5	0.7%
	Neighbour LAs	34	5%
	Watford	5	0.7%
	Three Rivers	1	0.1%
	Non London LAs	6	0.9%
	Outside Total	443	564%
Total Pupils		697	

21. The Council's School Places Team have advised that they do not expect that new school places will only be taken up by pupils living in the catchment area. The catchment is purely a mechanism for prioritising applications. The Council plans school places on planning areas. There are five planning areas and Byron Court is in Planning Area 2. It is anticipated that places at Byron Court would assist with meeting demand in Planning area 2 and also in the neighbouring planning areas PA1 and 3. The Council endeavour to offer a school place within two miles of a child aged 5 - 8s home and for a child over 8 a place within 3 miles of a child's home. This is considered a reasonable distance by the Department for Education.

Proposal

22. In light of the above identified need for additional school places this proposal is seeking to provide additional permanent buildings on the site to accommodate two extra forms of entry to increase the school from a three form entry to a five form entry, together with additional teaching support and non-teaching areas to meet the increased size of the school. The proposals include:

- Retain the main school building and demolish the ancillary outdated accommodation within the school site.
- Provide a new part single part two storey school building to the north and east of the main school building. This will provide 25 new classroom,s with a main hall and kitchen.
- New football pitch lines on playing field, levelled hard play area and a MUGA
- New parking layout with access from Spencer Road

- Opening up access from Nathans Road for pedestrians/cyclists and for service access.

Phasing of the works

23. The works are proposed to be carried out in three main phases, over a projected 17 month period. The first phase on site will include construction of the new kitchen and hall, together with the MUGA. The second phase will involve works to demolish the existing kitchen/dining hall and the construction of the new classrooms. The third phase will include the demolition of the existing buildings located to the south west of the site, and completion of the landscape works.

Design of the extensions

New school building

24. The new school will be part single part two storeys in height. It will have a flat roof design and is designed to be lower in height than the pitched roof of the main school building. It is to be located to the north of the existing school building. The two storey element will have an overall length of around 158m running north to south. The two storey element runs along the length of the rear gardens of Nos. 120 to 136 Norval Road. This element will contain classroom accommodation for Years 2 to 4 together with a staff room and supporting accommodation.

25. The single storey element is attached to the two storey element and is "U" shaped. It runs around 49.5m north to south and 123m east to west. This element runs along the rear gardens of Nos.138 to 146 Norval Road and Nos. 53 to 69 Nathans Road. The single storey element contains classroom for Reception and Year 1 pupils together with the kitchen and new school hall facing back into the school site, with supporting accommodation. Whilst the hall is single storey, to achieve the required ceiling heights, in its appearance it is over one storey in height, but lower than the two storey element.

26. The impact of the new school building on neighbouring amenity is discussed in more detail below.

27. Given the scale of the new building that is proposed, a number of design measures have been incorporated to break up its scale and massing. This includes the two storey element broken into two wings through articulation in the building line and a stepped arrangement in the height, to reflect the level changes across the site. The elevations have also been articulated through the use of adding a new material to the first floor staff room and changes in the disposition of brick and render. The canopies to the outdoor play areas have also been amended to reduce their lengths, and further break up the horizontality of the elevations. Additional screen planting is also proposed along the northern boundary of the site with the neighbouring residential rear gardens.

28. The existing school building is constructed in brick. The bricks have multi colours but are predominantly red and brown bricks with a few blue tones. Instead of matching the colour of the existing brick work, the application proposes to provide a high quality blue brick for the lower floor and flank elevations to contrast with the main school building and surrounding residential properties. The upper floor will be treated in render and a veneered timber finish. This approach (to contrast the existing buildings) is typically more successful than trying to match the existing buildings where the materials cannot be matched precisely. The windows and doors will be aluminium in a grey colour.

29. It is recommended that full details of external materials including sections of how the render will be constructed are conditioned to any forthcoming consent.

Roof top equipment

30. The roof of the two storey element will contain PV panels and vents. The section plans indicate that these will be below the parapet level of the roof, and thus not visible from adjoining neighbouring rear gardens. The roof of the single storey element will also contain roof top equipment, including plant equipment for the kitchen. A cross section showing the height of the plant equipment has not been submitted. However, given that the plant equipment is set back 6.5m from the eastern edge of the building closest to residential boundaries, it is recommended that section plans and any required screening are conditioned to any forthcoming consent.

Temporary Decant Classrooms

31. The temporary decant classroom will be located to the south of the school within a grassed area, that is

accessed via a pathway from the main playground. It will be over 8m away from the woodland area that is protected in nature conservation terms. The temporary classroom will be 18.7m wide by 8.4m deep and 3.95m high. A distance of 6m will be maintained to the boundary with the rear gardens of Nos. 32 to 38 Abbots Drive. The temporary classrooms will be in a modular building that will be transported to the site, and is of a design typically seen in school site for temporary accommodation. This temporary building will be removed once the school building is complete.

Remodelling of existing accommodation within the main school building

32. The existing school building will include the remodelling of two toilet spaces into a new office. This building will accommodate Years 5 and 6 with ancillary space, the main reception and administration spaces.

Impact on neighbouring amenity

33. As discussed above, the site is surrounded by residential properties on all sides. The impact of the proposal upon neighbouring residential properties is discussed below:

New school building

34. The two storey element of the new school building is located between 13.5m and 15.5m from the boundary with the residential rear gardens at 120 to 136 Norval Road. The rear gardens on Norval Road are long at around 28.5m in length. This maintains distances of over 40m between windows on the northern elevation of the new school building and rear windows within the properties on Norval Road.

35. A distance of over 20m is maintained from the new school building to the boundary with the residential rear gardens at Nos. 38 to 44 Spencer Road, with a distance of over 49.5m being maintained between windows of the new school building and rear windows within the properties on Spencer Road.

36. The new school building maintains a distance of 60m from the boundary with the residential rear gardens on Abbots Drive and a distance of over 90m to rear windows within the properties on Abbots Drive.

37. The single storey element of the new school building is between 11.7m from the boundary with the rear gardens of the properties at Nos. 138 to 146 Norval Road. A distance of between 10m to 26m is maintained from the single storey element to the boundary with the residential gardens at Nos. 53 to 69 Nathans Road. The properties on Nathans Road have rear gardens of around 28.5m long. Due to the angle of the school building in relation to the houses on Nathans Road, they do not directly overlook one another. Distances of over 40m are maintained between windows.

38. Whilst SPG17 is a standard used for new residential buildings, it is considered to be a useful guide. To ensure privacy is maintained, SPG17 requires new development to be 10m away from the boundary with neighbouring rear gardens and for a distance of 20m to be maintained between directly facing habitable room windows. The distances from the school building to the residential rear gardens meet the requirements of SPG17, and it is noted that the distances between windows significantly exceed the requirements set out in SPG17. It is therefore considered that the privacy of surrounding residential properties will not be adversely affected by the new school building.

39. SPG17 also requires new buildings to sit within a line drawn at 30 degree from rear facing habitable room windows of neighbouring properties (measured at a height of 2m above internal floor level) and to sit within a line drawn at 45 degrees from the boundary of the rear garden of neighbouring occupiers (also measured at a height of 2m above ground level). This is required to ensure that the proposal does not appear overbearing or result in a detrimental loss of light. Site Sections have been submitted with the application that show the new school building sitting well below both the 30 and 45 degree lines from the neighbouring residential properties and rear gardens on Norval Road, Spencer Road, Abbots Drive and Nathans Road. As such it is considered that the height of the new building will not appear overbearing from the residential properties and rear gardens or result in a detrimental loss of light.

Temporary Classroom

40. The temporary classroom during the construction works is to be set in from the boundary with the residential rear gardens on Abbots Drive by 6m. Windows are proposed to the temporary classrooms on the front and rear elevation, providing dual aspect. To maintain acceptable levels of privacy to the neighbouring occupiers, it is recommended that the windows on the southern elevation (rear elevation) are obscured glazed and opening at high level only.

41. Site Sections have been submitted with the application that show the temporary classrooms sitting well below both the 30 and 45 degree lines from the neighbouring residential properties and rear gardens on Abbots Drive. As such it is considered that the height of the temporary classrooms will not appear overbearing from the residential properties and rear gardens or result in a detrimental loss of light.

Relocation of the playing fields

42. The school playing fields are currently located to the east of the main school building. This application proposes to re orientate the playing fields to run along the southern boundary of the school site alongside the rear gardens of the properties on Abbots Drive. A Multi Use Games Area is proposed within the south eastern corner of the site.

43. The school playing field and MUGA will not be flood lit. This will limit their hours of operation to ensure that they do not have a detrimental impact upon neighbouring amenity of the residential rear gardens on Abbott Drive and Nathans Road.

44. Site Sections have been submitted with the application that show the MUGA sitting below both the 30 and 45 degree lines from the neighbouring residential properties and rear gardens on Nathans Road and Abbots Drive. As such it is considered that the height of the MUGA will not appear overbearing from the residential properties and rear gardens or result in a detrimental loss of light.

Community Access

45. London Plan Policy 3.16 requires that, wherever possible, the multiple use of social infrastructure should be encouraged.

46. The application proposes to allow the Multi Use Games Area (MUGA) to have community access together with the badminton courts in the sports hall. The School currently ALOSO let out the small hall and would continue to do so.

47. Further details of the community access arrangements will be set out in a Community Access Plan to be secured as a condition to any forthcoming planning consent. The Community Access Plan should establish the range of facilities which will be made available, at which times and hours, establishing the means by which the facilities can be booked including a contact within the school and ensuring rates of hire comparable to similar local authority facilities. It will include a requirement to provide community access for a minimum of 15 hours per week. These hours are comparable with Alperton Community School which does not have flood lit sport pitches.

Impact on Playing Fields

48. Paragraph 74 of the NPPF has a presumption of protecting playing fields. Development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, is resisted unless it meets one of five exception set out by Sport England.

49. The school has an existing playing field at the eastern end of the site. This playing field has an area of approximately 7,717.3sqm which provides three FA U7-U8 football pitches, one FA U11-U12 football pitch and one athletics tracks with an 80m sprint track. The playing field is also used for tag rugby, hockey, cricket and rounders. The existing playing field is irregular in form which limits the scope of the playing field to provide formal playing pitches.

50. The proposed development will result in the loss of approximately 3,111.7sqm of playing field. However, as the shape of the proposed playing field is more regular (running east to west along the southern boundary of the site), the playing field sporting provision will not be reduced. The playing field will continue to provide three FA U7-U8 football pitches, one FA U11-U12 football pitch and one athletics tracks with an 100m sprint track (it should be noted that the grass sprint track has increased from 80m to 100m). Tag rugby, hockey, cricket and rounders will also continue to be provided. In addition to the retained sporting provision, the proposed scheme will provide an 80m sprint track including a sand pit for long jump and triple jump and a Multi-Use Games Area (MUGA). The total area of the new provision is 1,844.8sqm. The MUGA will have a beneficial impact on the local community as it will be open for use by the public.

51. The existing playing field is susceptible to waterlogging. This occurs due to the poor infiltration rates of the underlying soil strata and prevents the School from using the playing field until the water has fully

infiltrated, thereby severely limiting use during the winter. The proposed drainage layout for the playing field which will include a number of land drains that drain to an attenuation tank, prior to entering the sewer network. This will have a beneficial impact on the quality of the proposed playing field which will be provided as part of the proposed scheme, and it will also enable the pitches to be used all year round.

52. The proposed scheme will also provide a new 300sqm sports hall suitably sized for two badminton courts which is another facility Byron Court does not currently provide. The provision of the sports hall will also enable the school to diversify its sporting provision and, subsequently, provide greater opportunities for pupils to play sport and lead an active lifestyle. The sports hall will be available to the community and it is intended that local badminton clubs and any other clubs which require an indoor space will be able to hire it.

Assessment against Sport England Policy

53. This application relates to the loss of existing playing fields and/or the provision of replacement playing fields. It therefore needs to be considered against exception E4 and E5 of the above policy, which state:

"E4 - The playing field or playing fields which would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of development"

"E5 - The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields".

54. The proposed development will result in a loss of grass playing field, as highlighted above. However, the applicant has confirmed that some of the playing field will be replaced on the site of some of the buildings that will be demolished. This part of the proposal therefore meets E4. The relocation of the MUGA onto the playing field meets E5 and this new facility will be made available for the community. In addition the proposed development at this primary school includes a new school hall, able to accommodate 2 badminton courts. This will also be made available to the community and its location on the existing playing field would meet E5 of the above policy.

55. Sport England have reviewed the information and have confirmed that they raise no objection to this application which is considered to meet in part both exceptions E4 and E5 of Sport England's adopted Playing Fields Policy, subject to conditions relating to community use and the quality of the replacement playing field.

Sustainability

56. Achieving sustainable development is essential to climate change mitigation and adaptation. The most recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures and the London Plan policies within Chapter Five London's Response to Climate Change.

Compliance with Brent policies

57. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Development Statement has been submitted predicting the scheme will achieve BREEAM 'Excellent'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings.

58. A BREEAM Pre-Assessment has been undertaken. This has confirmed that the scheme will secure a base target of 72.56% at the pre-assessment stage. This is above the 70% target to achieve BREEAM 'Excellent'.

59. It is recommended that BREEAM 'Excellent' is secured as a condition.

60. Brent's Sustainability Checklist has been completed, that demonstrates that the scheme can achieve a score of 30.1%. This score falls short of the target of 50%. Whilst the scheme falls short of this local checklist, given that it meets London Plan requirements which is more up to policy requirements, the short fall is not considered to warrant a reason for refusal. It is recommended that a minimum score of 30.1% for the Sustainability Checklist is secured as a condition to any forthcoming consent.

Compliance with Further Alterations to the London Plan 2015

61. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by Further Alterations to the London Plan 2015 policy 5.2 Minimising carbon dioxide emissions part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

62. In summary, the proposal meets the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations. A 39% carbon reduction is proposed.

- Lean measures

63. The building has been designed to have a low energy demand. This includes a number of passive design measures including the building fabric, and active design measures will be utilised to improve ventilation, domestic hot water systems and lighting.

64. The lean measures will produce a carbon reduction saving of 13%.

- Clean measures

65. District heating or the use of a combined heat and power plant has been discounted for the site due to there being no existing heating and/or cooling networks in proximity to the site. The existing school building has a relatively modern heating system, but does not have capacity to supply the new building as well.

- Green measures

66. The scheme is proposes PV panels on the roof of the new school extension. This will achieve an additional carbon reduction saving of 26%.

67. The Sustainability Officer has reviewed the sustainability report, and confirmed that it is acceptable.

68. It is recommended that a minimum 35% improvement on Part L 2013 Building Regulations carbon is secured as a condition to any forthcoming consent.

Ecology

69. The wildlife garden located in the south west corner of the site is designated as a Grade II SNIC. An ecology assessment has therefore been submitted. The ecology assessment concludes that in line with the recommendations set out within the Ecological Planning and Research (EPR) review of the site conducted in 2014, a work buffer of 5m is implemented beyond the roots zone of the trees in the location. This is to allow the integrity of the SNIC habitats to be retained. This could be provided with HERAS fencing or similar, and form part of the Tree Protection Plan to be conditioned to any forthcoming consent.

70. The ecology report has also considered the impact of the proposal upon habitat and protected species. This is summarised below:

Trees

71. Trees T6 and T13 (Horse Chestnut), T10 (Cherry Plum), T14 (Silver Birch) and T16 (common Hawthorn) are to be removed. These trees are shown on the tree survey. These trees make up a very small percentage of the trees present within the site and their loss will be considered to neither result in a break in ecological connectivity or have an unacceptable impact on invertebrate diversity within the site. Therefore, the removal of the trees will not have an impact on the presence of foraging or commuting bats.

72. The Ecology Report makes recommendation for T10 to be retained. This tree is annotated differently on the tree survey and is a poplar that forms part of G1 on the tree survey within the wildlife garden. It has been confirmed that G1 will not be affected as a result of the proposed development.

73. Protection of existing trees to be retained on site will be carried out in accordance with BS 5837: 2012. See further comments below on trees.

Habitat Loss and Enhancement

74. A biodiversity enhancement plan to be incorporated into the landscape scheme to maximise the ecological value of the site. This should include planting of habitat that is of value to wildlife, nesting/roosting habitat for birds and bats, and planting of new trees of an appropriate species to compensate for the loss of trees within the site to facilitate development.

75. It is recommended that the above is secured by condition.

Bats

76. Surveys of the buildings to be demolished have been carried out. The results conclude that these buildings have no suitable features for bats and these structures are therefore considered 'Negible' for their potential to support roosting bats. These buildings have flat roof construction and made of modern materials. The survey also advise that these structures support no vegetation or alternate habitats which are likely to support notable invertebrate populations nor do they support habitats of interest to bats for the purposes of foraging. Finally, their locations within the site provide none of the necessary commuting routes required for bats for the purposes of commuting across the landscape.

77. In accordance with current guidelines, structures with 'Negible' potential require no further surveys and/or timing constrains in regard to bats. However in the unlikely event that bats and/or evidence of bats are found during demolition, then all works should stop and Natural England or the appointed ecologist contacted on the appropriate manner to which to proceed. It is recommended that this is drawn to the applicant's attention by an informative.

78. The main school building has not been surveyed as it is not going to be affected by the building works. It is however noted that the pitched roof covering of the main school building has suitable access points for bats, and in the event that any works were proposed that would impact on the main building, then further surveys for the presence of roosting bats should be undertaken prior to start of works. Once again, it is recommended that this is drawn to the applicant's attention by an informative.

79. One tree, T10, (this is the poplar tree within the wildlife garden - refer to paragraph 72 above) is identified as having features suitable to support roosting bats. This tree is to be retained as part of this proposal. Once again, in the event that any work is proposed to this tree that a further survey is required. Once again, this will be drawn to the applicant's attention by an informative,

80. With regards to foraging bats, the ecology report advises that the site offers only restricted areas of foraging for bats, and although the wider landscape is considered suitable to support bats, the nature of the proposed works will not result in a detrimental impact on these habitats. It therefore does not recommend further activity surveys for bats to be carried out.

81. The ecology survey identifies that lighting can be detrimental to bats, and has made recommendations with regards to lighting. The inclusion of sensitive lighting will ensure that the light does not spill onto suitable habitat features. It is recommended that the lighting measures are conditioned to any forthcoming consent.

82. It is recommended that roosting opportunities for bats within the proposed building could be achieved through the installation of bat tubes. These are recommended to be installed at 3m high or above, on southern, eastern and western elevations, out of the illumination of artificial lights. It is recommended that bat tubes are conditioned to any forthcoming consent.

Breeding birds

83. The site is suitable to support a range of common bird species. It is therefore recommended that vegetation clearance should be undertaken outside of the nesting bird season.

84. It is recommended that bird boxes are installed on site. Once again it is recommended that these are conditioned to any forthcoming consent.

Badgers

85. No evidence of badgers was recorded ad the site is considered sub-optimal for the species. No further consideration to the presence of badgers is required.

Great Crested Newts

86. Although the wildlife pond and habitats immediately surrounding this pond surrounding area are considered suitable for great crested newts, as no other waterbodies are noted within 250m of the site and habitat connectivity to the site is poor, the potential for great crested newts to reside within the site is considered 'Negligible. Furthermore, no suitable habitat for great crested newts is to be affected by the proposed and consequently, no further surveys for great crested newts are required.

Reptiles

87. Habitats within the site suitable to support reptiles are restricted to the woodland within the Wildlife Garden. As this areas is not to be affected by the proposed, no further surveys for reptiles are required.

Invertebrates

88. The habitats within the site are typical of those expected within an urban location and it is considered unlikely that they would support protected or notable species of invertebrates. The scattered trees and broad-leaved woodland are considered of greatest value to invertebrates, but as these habitats are to be retained, no further invertebrate surveys are required.

Hedgehogs

89. The brash pile provides suitable habitat for hedgehogs and where practical it is recommended that this feature be left undisturbed. Should this feature require removal then this work should be conducted using hand tools only and outside of the winter hibernation period for hedgehogs of 1 st November to 1 st March (inclusive). In the event that any hedgehogs are identified it/they should be re-located by hand into a suitable location within the retained Wildlife Garden.

90. The ecology has also advised that with regard to Building 2, this could also be used by hibernating hedgehogs. They therefore recommend that Building 2 is removed outside the core hibernating period (1st November - 1st March) and after an inspection of the underside of the building has been made for the presence of hedgehogs. In the unlikely event that a hedgehog is found to be present, it will be relocated by hand to an appropriate location within the wildlife garden.

91. It is recommended that the above is secured by condition.

Trees and Landscaping

Trees

92. The application proposes the loss of 4 trees within the school site. Three of these trees are within the car park and the other is next to the access from Nathans Road, to facilitate development. The Council's Tree Officer has confirmed that there are no objections to the removal of these trees.

93. The Tree Officer has advised that they would like further details to be provided regarding the excavation and construction of a balancing pond between trees T8 and T9 on the eastern boundary of the site. The pond encroaches on the RPA's of both trees and they have requested that further details of the pond are conditioned to see if it can be slightly repositioned to have less of an impact on the rooting area. The tree protection plan and accompanying survey report are recommended to be conditioned although the tree protection plan may need to be modified to take into account the potential repositioning of the pond.

94. To compensate for the loss of trees within the site, the proposal will plant 38 new trees within the site, with a minimum size 14-16cm girth. Once again, the tree officer has agreed to the replacement tree planting, although full details will be conditioned to any forthcoming consent.

External play areas and other landscaping

95. The external play areas have been designed as a series of spaces to meet the demands and needs of the pupils. The central external area between the proposed and existing school building have been designed to be used by the older year groups, including seating and an area marked out for sport. Trees will be provided within the area.

96. Adjacent to the proposed sports hall, which is at a lower level than the existing building, sheltered areas are provided suitable for outdoor dining or localised events. The enclosed external spaces within the 'hook' of

the proposed building provides a more intimate area, which has been designed as quiet learning zone and includes benches and tables.

97. The external areas along the northern boundary of the site are steeped in accordance with the proposed buildings internal finished floor levels. Access between the spaces is made through the implementation of a number of steps and grade paths. The outdoor equipment has been chosen to reflect the requirements and abilities of the pupils in each area.

98. Along the northern boundary fastigated trees (trees having branches more or less parallel to the main stem) will be planted to provide screening to properties along Norval Road. A swale will be constructed adjacent to the northern boundary which will collect surface water runoff and divert it into a number of rainwater gardens which will provide outdoor learning opportunities for the pupils.

99. It is recommended that full details of hard and soft landscaping and boundary treatments are conditioned to any forthcoming consent. This should include natives species to take on board the recommendations set out in the ecology report.

External Lighting

100. The MUGA is not going to be flood lit. External lighting will be provided via a number of low level bollards which will illuminate the car park, cycle/scooter park, the pedestrian access from Nathans Road to the Reception and a number of accesses/walkways within the central and northern parts of the site. It is recommended that a condition is secured requiring details of existing and proposed lighting, together with light spillage diagrams to direct light away from the site boundaries. This should also include details of any automatic timers or sensors. The lighting should also be designed to meet the requirements regarding bays as set out in the ecology section above.

Flood Risk

101. The site lies within Flood Zone 1. The site is an area that is of low risk to flooding. As the site is over 1 hectare in size, a Flood Risk Assessment (FRA) is required. This has been carried out.

102. The FRA assessment concludes that as the site is within Flood Zone 1, there is no risk of flooding from rivers and/or the sea.

103. The Environment Agency website indicates that the site is at medium to high risk of flooding from surface water. This is identified due to the underlying ground is not suitable for infiltration due to the presence of London Clay, which has very low permeability, and for the purposes of design is treated as impermeable. It is considered that the lack of infiltration across the site is thought to be the primary cause of historic flooding on the site.

104. To improve surface water drainage for the site, the scheme has incorporated swales into the design, which are listed highly in the SuDS hierarchy due to their sustainability benefits. Rainwater harvesting has also been considered which will be designed at the detailed design stage. The proposals for surface water drainage within the scheme include the provision of an attenuation tank, which will restrict flows to the greenfield rates in line with the National Planning Policy Framework (NPPF) and The London Plan. On the existing site the hard landscaped areas are drained unrestricted to the surface water sewer on Nathans Road. By attenuating surface water drainage from the proposed scheme the existing unrestricted peak flow rate will be reduced from 64.5 l/sec to 7.52l/sec, thereby significantly reducing the flood risk onsite and within the surrounding area.

105. In addition to onsite attenuation, the proposed scheme will utilise land drains to collect surface water falling onto the soft landscaped areas, therefore reducing the risk of ground saturation. Once collected by the land drains, the surface water percolates through a gravel layer into a perforated pipe where it connects to the attenuation tank before flowing into the surface water sewer. By significantly reducing the flow rate into the existing sewer we are reducing the flood risk onsite and the surrounding area.

106. With regards to the new connections to the surface and foul sewers, the agent has advised that it is common practice for the detailed discussions with Thames Water to commence once planning permission has been granted as separate permission is required for new connections to the surface water and foul sewer networks. As such, the proposed scheme will only be constructed once Thames Water is comfortable that there is sufficient capacity within the networks to accommodate the proposed scheme.

107. The Local Lead Flood Authority has confirmed that they have no objections to the proposal on flood risk grounds. They have confirmed the following:

"The proposed development will be within the Flood Zone 1 and floor level of new building will be raised so that there will be no risk of flooding for 1:1000 rain event. The developers are required to protect the building for 1:100 + 30% climate change event. They have considered various SuDS options and some of them are not suitable due to existing ground condition.

I noticed that they are providing Swales at rear of Norval Road and this will slow down the discharge and will also provide storage and will improve the water quality. They are also providing storage tanks and restricting the discharge rate to 5 lit/sec.

They have taken adequate measures to reduce the flood risks within their site and also reducing the flood risks in the catchment".

108. The Environment Agency have also confirmed by email that there are no constraints which fall within their remit for this application. They confirmed that they did not need to be consulted on this application and therefore have no comments.

Environmental Health considerations

Air Quality

109. An Air Quality Assessment has been produced which considers the impact of the school proposal upon air quality. This has taken into account building emissions and road transport emissions. The report concludes that the proposal will be air quality neutral. This report has been reviewed by your officers in Environmental Health you have confirmed that they are satisfied with the conclusions within the report and recommend that a condition is secured relating to the boiler to be installed.

110. The control of dust during construction works will also be managed through the construction management plan.

Noise

111. Officers in Environmental Health have advised that there is potential for noise from the plant equipment installed within the new school building. They have therefore recommended a condition requiring a noise impact assessment to be submitted requiring the noise level from this equipment to be below background noise level. It is recommended that this is conditioned to any forthcoming consent.

Contamination

112. Officers in Environmental Health have advised that part of the land has potential as being contaminated. They have therefore requested a contamination land investigation to be provided together with a remediation and verification report, in the event that any contamination is found. Once again, it is recommended that these details are secured by condition.

Environmental Impact Assessment

113. Under the updated Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015, the scheme is considered to fall within the definition of development under Schedule 2 "Urban Development Projects" as it includes over 1 hectare of urban development which is not dwellinghouse development. An EIA screening opinion was submitted to the Council, where it was concluded that taking into account the schemes scale, nature and location, it is not anticipated that it will result in significant environmental effects. It concluded that an EIA is not required for the application.

Highway considerations

Site context

114. Byron Court Primary School is located on the eastern side of Spencer Road, a local access road which is defined as heavily parked overnight in Brent's 2013 survey. Abbotts Drive was also listed as heavily parked, but other surrounding streets (Norval Road, Nathans Road etc.) were not heavily parked.

115. School keep clear markings and single yellow lines, on Spencer Road, restrict parking Monday - Friday 8.15am - 9.15am and 2.30pm - 4.30pm in the vicinity of the school access.

116. The site lies outside any area of current or proposed car parking control, and has low accessibility. TfL's connectivity toolkit (WebCat) shows the northern section of Spencer Road within a PTAL 2 and the southern section within a PTAL 1b. South Kenton Station (Bakerloo tube & Overground rail) is within walking distance of the site, but no bus routes are locally available.

Transport Assessment

117. The Transport Assessment illustrates that 66% of the students live in same postcode region as the school (HA0), with 13% living nearby in HA9 and 12% living in HA1.

118. Information on collision data retrieved from TfL has been provided. The data shows one slight collision at the junction of Abbots Drive/Spencer Road in 2011, involving a child pedestrian hit by a vehicle. Transportation's accident statistics in the last three years showed show 2 slight accidents in 2014/2015, involving vehicle accidents on The Fairway at junctions with Norval Road and Abbots Drive and is unlikely to be related to pupils at the school as the children in the vehicles were aged 13 and 15.

119. The Transport Assessment shows the mode split data of existing pupils taken in the summer 2014 and winter 2015. The results show 490 pupils walking in the summer and only 249 in the winter resulting in 50 pupils travelling by car in the summer and 96 travelling by car and 33 car sharing in the winter. Pupils' travelling by bus doesn't seem to change however, those using the train's increases in the winter by 4.6%.

120. The Transport Assessment shows a pupil and staff modal split for the existing and proposed as balanced. However, your officers in transportation would like to see an improvement to these figures via the Travel Plan targets and initiatives - see comments below within the Travel Plan section.

121. One of the initiatives the school proposes is to increase the 'soft start' from 10 minutes to 20 minutes between 08:30-08:50 to allow a staggered drop to reduce number of vehicles in the vicinity at any one time. Based on this and the assumption of extra school activities, it proposes 20% of pupils to arrive 07:00-08:00, 25% between 08:00-08:30 and 54.7% between 08:30-09:00. The departure figures proposed 39.6% to leave between 15:00-15:30, 24.7% to leave between 15:30 -16:00 and 30% to leave between 16:00-17:00.

122. The Transport Assessment anticipates an additional 83 - 299 during the morning and afternoon peak of summer/winter. These vehicles will be staggered between 7am - 9am and 3pm- 6pm and these vehicles can be accommodated within the Northwick Car Park, which can accommodate 50 or more spaces, alleviating on street parking concerns.

123. Consideration of the use of Northwick Park Car Park is discussed below together with on street parking demand.

Use of Northwick Park Car Park for park and stride

124. The application is proposing to use Northwick Park car park to be used by parents for park and stride to school. Parents would drive to the car park rather than to the school. Teachers would then escort groups of children from the car park to the School (walking). Parents would not need to accompany the children as they would be under the responsibility of the school staff. The school has confirmed that it is committed to providing the park and stride. It is understood that the trialled use of the car park commenced within the last three weeks, but that the park and stride proposal hasn't been fully implemented as yet and take-up is low at present.

125. The Transport Assessment shows a break down of parking occupancy levels in the car park between 08:00-09:00. The car park occupancy does gradually start increasing by 08:30 however, the average occupancy is 39% and therefore less than half the car parking is being occupied, giving scope to use the car park for parents to park and stride.

126. A follow up survey was carried out 12th May 2015. Northwick Car Park shows only 4-5% occupancy both in morning and afternoon peak which is a significant change in results.

127. Since the enforcement of the 3 hour maximum stay restriction in the car park, only approx. 5-10 parked cars have been counted during site observation. The survey carried out by the consultants shows a low 4-5% of the car park being occupied. The car park is therefore ideal for parents to park within to ease congestion

on the surrounding residential streets. However, the access into the car park is 200m long and does not have segregated footway, which is a concern for pedestrians walking on the carriageway whilst vehicles travel in and out of the car park. The grassed area either side of the carriageway can probably be walked along in the summer months however during the recent site observations, it was found that it was too muddy to walk on leaving pedestrians to walk on carriageway. This is Brent Council Parks land and your officers in Transportation have requested that a segregated footway for pedestrians is implemented, especially the school children, to be able to use.

128. The use of Northwick Park Car Park for parent parking is considered an essential factor to support the school expansion. It will assist in relieving congestion on the road network surrounding the school, and will form part of the travel plan - see comments below.

Site observations and highway safety concerns

129. Local residents and the Sudbury Court Residents Association have expressed concerns with inappropriate driving behaviour in the vicinity of the site during school drop off and pick up times. Your officers in Transportation carried out site visits to the school on 23rd, 25th 26th and 30th November 2015 and 22 February 2016 (morning and afternoon peaks). A summary of the observations is set out below:

- Weather conditions on all the days visited was cold and overcast
- Northwick car park used by no parents with the exception of 1 parent in the afternoon of 22 February 2016.
- Vehicles travelling the wrong way (northbound) on Spencer Rd, the voluntary one way system, to drop off child which caused traffic congestion as a result.
- On average there are approx. 3 vehicles per minute dropping off their children, and at any one time 50+ vehicles were counted.
- Vehicles continue to park on double yellow lines at the junction with Norval Road, block driveways and parked on the single yellows opposite the school.
- A member of staff was outside the main school gates and there were signs outside on the main school entrances asking parents to think about children safety and how they park. These signs have been seen on our previous visits. However, they were only able to move vehicles near the school entrance, poor parking behaviour by the junction of Norval Road does restrict the working of the junction and contributes to creating congestion.
- Pupils were observed walking and between 7 to 10 observed cycling to the school.

130. Resident concerns regarding existing parking problems is recognised. Site visits carried out by officers observed vehicles parking on double yellow lines, traffic queuing from Spencer Rd onto Norval Road and obstructing junctions and vehicles mounting footways. The obstructive parking behaviours meant that parents and pupils had to cross roads between parked or stationary vehicles in a dangerous manner and it only took one or two vehicles to travel against the prevailing flow to result in severe congestion. The existing unlawful and inconsiderate parking and traffic flow issues on these residential streets is a major concern for pupils and pedestrians safety. To address these concerns a number of highway mitigation measures have been suggested by officers in Transportation. These are discussed below. In addition, significant improvements within the School Travel Plan to encourage park and stride at Northwick Park Car Park and sustainable modes of transport are required. Once again, these are discussed in more detail below.

131. The Residents Association has also provided videos showing the school receiving deliveries occurring during peak drop off/pick up times. One shows a delivery van travelling against the flow on Spencer Road. The videos show pupils and parents having to cross behind the van or the being forced to walk out onto the carriageway. No teachers can be seen in the videos stopping or assisting these delivery vehicles. In response to these concerns, your officers can advise that the new access on Nathans Rd will be used for deliveries rather than Spencer Road. The new access cannot be used by deliveries during peak school opening and closing times due to the number of children arriving and departing. The school will have to manage their delivery timings so that future deliveries do not occur during the schools peak arrival/departure times. This is recommended to be secured by condition.

Parking availability in the surrounding streets

132. Parking beat surveys have been completed by the developer's consultant and also by the Council's Transportation Service. There are differences in the number of available parking spaces which could be attributed to the methodology used in calculating them. Sensitivity testing has been applied. Parking on both sides of the road on Abbotts Drive and Spencer Road cannot be counted due to its narrow width, as it would result in obstruction to refuse and emergency vehicles.

133. Brent's Transport officers carried out a site visit last year November which showed no available on street spaces in the morning. An additional site visit on 22 February 2016 at 8am found that the surrounding streets did have some capacity for on street parking:

	Vehicles Parked	Available Spaces	Occupancy %
Nathans Rd	38	64	41%
Norval Road	43	47	91%
Abbotts Drive	22	38	57%
Spencer Rd	24	26	92%

134. There was also 13 vehicles parked on street in the short section of The Fairway outside the car park entrance and concurs with the consultants findings.

Commuter parking

135. A number plate recognition survey was carried out as part of the original parking beat survey in March and vehicles arriving after 5am and parking for 4 hours or more were considered commuters. The consultants carried out this exercise during the March survey, however there are no comparable results for the May survey, which would have given a clear indication of any changes following the enforcement of three-hour maximum stay restrictions in the Northwick Park car park. As such, only broad assumptions can be made on the current volume of commuter parking in the area.

136. Your officers in Transportation have carried out a comparison between our overnight survey (2013) and the results from the consultants parking survey (2015 8am). It is noted that any increase in on-street parking should be attributed to commuters as well as parents.

137. The results showed that in March, Nathans Road, The Fairways, Abbotts Drive and Norval Road all had an increase for on street parking by 8am compared to the overnight parking figures. However, the results show that by May, when enforcement of the car park was in action, the on-street parking by 8am had a reduction of 4-8 vehicles on all streets except Norval Road which had an increase of 29 vehicles. The comparison of the parking figures between March and May (8am) showed that in May there was a decrease in the number of vehicles parked on Nathans Road, The Fairways and Abbotts Drive but an increase of 2 vehicles on Spencer Road and an increase in 4 vehicles on Norval Road.

138. The commuter parking survey that took place in March showed that Norval Road and Nathans Road had the highest percentage of commuters by 9am, with 20% on Norval Road and 16.9% on Nathans Road, reflecting their location closer to South Kenton and Northwick Park stations. Our comparison indicates that parking on Norval Road has increased by 8% and appears to be commuter parking as identified in March. The increase in parking is not as significant as expected since the enforcement of the car park in May, especially as parking on Nathans Road has decreased. This could also reflect less parent parking as figures indicate that more children will walk to school by spring/summer.

139. From Brent's comparison it is concluded that the enforcement of the car park in May has not resulted in a significant displacement of on-street commuter parking and the parking survey results between March and May do in fact show a reduction in demand for on street parking.

Travel Plan

140. Officers in Transportation have reviewed the Travel Plan initially submitted (dated October 2015) using the attrubte tool, and advised that it has failed. The objectives aim to reduce car travel, encourage car share and increase 'active travel' options. The targets did not reflect this with the following pupil targets set for four years:

- 1% increase in cycle travel
- 1% in train travel,
- a reduction of 1% in bus travel by summer 2020,
- a reduction of 1% in car share by winter 2020
- There is no change over the winter park and stride figures of 17% and only a 2% change by summer 2020. This figure was not acceptable, particularly if Northwick Car Park is to be encouraged for park and stride.
- The car mode figure will be reduced from 16% in autumn 2016 to 12% by winter 2020 and whilst this

represents a 25% reduction in the proportion travelling by car, it is a long way short of the 60% increase in pupils, thus implying a considerable increase in traffic travelling to the school site.

141. For the reasons set out above, officers in Transportation requested improved targets to be set. They should be linked to the objectives and the targets should offset the proposed increase in staff and pupils.

142. A revised Travel Plan was subsequently prepared (dated February 2016). It provided the following pupil travel mode split targets:

Mode	Autumn 2016 (Site Opening)		September 2019 (Year 3)		September 2021 (Year 5)	
	Winter	Summer	Winter	Summer	Winter	Summer
Walk	42%	78%	43%	78%	44%	78%
Scooter/Cycle	9%	7%	9%	8%	9%	9%
Bus	5%	5%	5%	5%	5%	5%
Train	5%	1%	5%	1%	5%	1%
Park & Stride	17%	0%	18%	1%	19%	2%
Car	16%	8%	13%	6%	10%	4%
Car Share	6%	1%	7%	1%	8%	1%
Total	100%	100%	100%	100%	100%	100%

143. Your officers in Transportation have reviewed the revised travel plan. The revised travel plan has made a notional change to targets pertaining to walking, cycling and Park and Stride. However in light of the current congestion around the school it is considered that a 2% increase by 2021 for Park and Stride is not sufficient. Officers in Transportation have advised that they would expect to see a marked increase in the Park and Stride target subject to an achievable scheme being implemented that demonstrates the school is actively working to mitigate any further negative impact on congestion to the roads immediately surrounding the school through its expansion.

144. Revised travel plan shows unambitious targets for sustainable travel with no changes to bus or train travel and 1-2% increase in car share during winter. Car sharing is another area that subject to an achievable scheme being implemented will mitigate further negative impact on congestion surrounding the school.

145. It is recommended that a revised Travel Plan taking on board the above comments is conditioned to any forthcoming consent.

Highway improvement works

146. Your officers in Transportation have proposed a number of highway improvement works together with justification for why they are required:

Highway Improvements	Reasons
A raised table directly outside the access onto Nathans Road	To reduce the speed of traffic by this access.
A zebra crossing to enable a safer pedestrian route the new entrance in Nathans Road.	This will provide safe crossing to the school access for the desire line from the station.
Implementation of traffic management arrangements to better manage flow on roads surrounding the school subject to public consultation	<ul style="list-style-type: none"> • To provide safer crossing distance for the pupils and better visibility. • Relieve parking pressure in the area and improve traffic flow • Ease concerns of vehicles travelling both ways on narrow streets resulting in congestion and improving road safety
Segregated footway for pedestrians, especially for children, to be provided on the access into Northwick Car Park and a covered waiting area	Pedestrians currently walk on the carriageway and improvements should be made if the car park is to have an increase use for park and stride.

147. It is recommended that the above are secured by condition to any forthcoming consent.

Alterations to pedestrian and vehicular accesses - Spencer Road and Nathans Road

148. The site is currently accessed via Spencer Road for both pedestrian and vehicular access. There is an existing access off Nathans Road, but this has not been used for a number of years. The access from Nathans Road is proposed to be reopened for pedestrian/cyclists only during drop off and pick ups and used for deliveries and refuse collection only during the rest of the day. The Spencer Road access will be used for vehicles accessing the car park (i.e. staff car parking) and for pedestrian/cycle access.

149. Officers in Transportation have advised that the use of the second access will disperse traffic between the two entrances which will ease traffic conditions on Spencer Road.

150. The access from Nathans Road will have a segregated footway (1.5m wide) on the western side and thus retaining a 4m wide carriageway. The main purpose of the access is for pedestrian/cyclist and therefore officers in Transportation have requested that the access is designed as a shared surface, with priority to pedestrian users. Deliveries and refuse vehicles should only visit outside of the drop off or pick up times and therefore a levelled pedestrian access is preferred. It is recommended that a condition is secured for a shared surface to be provided. It is also recommended that a condition is secured for this access to only be in use for service/delivery vehicles and refuse, and not for general parking.

151. Sight line visibility should be maintained at Nathans Road access and the schools fence directly by the entrance should be reduced to a height of 0.6m. The vehicular access is an existing access and will only be used by approx. 25 vehicles in a week and these will be larger vehicles who will have a driver eye level of 2m, which is different to a normal vehicle however, they will be using the access outside of the drop off/pick times and therefore visibility is acceptable but should be improved by the reduction in the schools existing fences on either side of the entrance. This is to be secured through condition.

Parking requirements for the school

152. Parking standard PS12 of the UDP-2004 will allow 1 car parking space to be provided per 5 staff, with visitor parking to be provided at 20% of the staff parking, but a minimum provision of a single car space. This standard also urges close attention to pick-up and set-down facilities at school sites, and the impact of on-street car parking on local residents.

153. The school currently employs 75 staff; 41 teachers, 29 support staff and 5 admin staff. This will increase to 105 staff members as a result of the proposal.

154. The school currently has 23 unmarked parking spaces, 22 cycle parking spaces and 15 scooter spaces and the proposal will provide 26 parking spaces including 2 disabled and 62 cycle spaces. Officers in Transportation have advised that this is sufficient to satisfy standards.

Cycle parking

155. 62 cycle parking spaces will be provided and the cycle sheds appear to be located by both accesses; Spencer Road and Nathans Road. The cycle spaces should be in a secure and covered shed to protect against theft and weather in compliance with PS16 of the UDP-2004.

Service and Deliveries

156. During construction, the school proposes to continue using the access of Spencer Road for their deliveries and refuse, as is the current situation. After construction, the school proposes to use the access on Nathans Road for their deliveries and refuse.

157. A tracking diagram has been submitted showing the vehicle tracking for a refuse vehicle, which is 8.3m long. The drawing shows that a refuse vehicle can turn around within the site and leave in forward gear, which is acceptable. Refuse storage is proposed near the rear access for straightforward collection.

158. Swept path analysis has also been provided for 'transit' sized vans, which can also turn around and leave in forward gear. The van deliveries will be made for groceries/food deliveries. The new kitchen is near the rear access, allowing straightforward unloading into the kitchen. There is also an office by the rear access which will presumably allow deliveries such as post to be collected.

159. The hard standing area reserved for unloading/loading and turning area, will not be marked out with bays or 'keep clear' signage and therefore could potentially lead to off street parking by the school. This could potentially lead to obstruction of large vehicles being able to turn around or park. Clear signage should be implemented or the school should strictly enforce no vehicle parking in the area other than deliveries. It is recommended that this is secured within the service and delivery plan to be conditioned to any forthcoming consent.

160. It is also recommended that deliveries are restricted to outside the morning and afternoon peak (i.e between the hours of 08:00-09:00 and 15:00-17:00). Once again, it is recommended that this is secured via the service and delivery plan.

161. Details have also been provided showing that the access from Nathans Road can be used for coaches. Once again, it is recommended that coach arrivals are managed through the service and delivery plan to avoid conflicts with other vehicles.

162. The school has also advised that the area will be used for coaches and a swept path analysis should be submitted for this.

163. The submitted layout would result in delivery vehicles having to wait on Nathans Road whilst trying to access the school. Officers in Transportation have advised that this is not acceptable, and that the gate should be set back 10m to allow a refuse vehicle to wait within the access whilst they are pressing the intercom to gain access into the school. This is to be secured through condition.

Construction Management Plan

164. The access from Nathans Road will be used for construction vehicles and construction will occur outside of school drop off and pick ups.

165. The construction plan submitted shows the swept path analysis for a large crane, large tipper, mobile crane, concrete mixer and rigid vehicle.

166. Most vehicles will be able to leave the site in forward gear and those vehicles that cannot leave in forward gear will be assisted by a banksman.

167. It is proposed that the access will be manned to allow deliveries to access the site without obstructing the road. Due to the residential roads, HGV's may be restricted in their movements and therefore parking suspensions maybe be required in order to allow HGV's to manoeuvre. Parking bay suspensions for the traffic route as well as any other traffic management required for unloading of cranes/plants must be agreed with the Highway Authority prior to the commencement of any works. Such restrictions may be subject to traffic orders.

168. Off street parking for the contractors will be provided within the site compound. Transportation have requested that a revised construction management plan is submitted showing the parking area and any required traffic management for the site.

Summary of highway considerations

169. In conclusion, the existing congestion problems raised by local residents and the Residents Association and recognised by officers. Your officers in Transportation have advised that the Travel Plan is not evidencing that the proportion of car journeys can be sufficiently reduced to offset the proposed expansion to the school. The car mode figure will be reduced from 16% in autumn 2016 to 10% by winter 2021 and whilst this represents a 25% reduction in the proportion travelling by car, it is a long way short of the 60% increase in pupils. The proposal is therefore likely to generate more traffic and parking on the roads, unless improvements to the Travel Plan are made.

170. Officers in Transportation have advised that the following measures are required to help mitigate any impact and to remove any highway objections:

a. A revised Travel Plan that (i) reflects much better targets, taking into consideration the increase in staff and pupils, (ii) includes existing initiatives that will be taken forward in autumn 2016 and (iii) parents are being encouraged to use Northwick Car Park, in order to give the proposed Travel Plan targets some credibility.

b. The Highway improvements as set out above.

Consultation

Pre-application consultation event

171. Prior to the planning application being submitted, public consultation was carried out on the proposed expansion of Uxendon Manor Primary School. Informal consultation was carried out on 20 November 2014 to 24 December 2014. A public meetings were held on 3 December 2014.

172. The Byron Court proposal received 334 responses (including three late responses) received before 5 January 2015 in this first informal consultation. A summary of the consultation response is set out below:

	Number of responses received	Overall % of responses received
Petition letter against the expansion	117	35%
Agree with the expansion	29	9%
Disagree with the expansion	182	54%
No decision reached	6	2%
Total	334	100%

173. The areas of objections raised are summarised below:

- Impact on the character and ethos of Byron Court
- Affect child development and integration – including behaviour, language barriers and the impact of proposed ‘zoned areas’ in the expanded school
- Reduce attention to pupils and affect school results
- Impact on teaching standards
- Limit facilities after expansion, especially green spaces for outdoor play and extra curricular activities
- Affect education because of the building work
- Over-expand an existing school when a new school should be built
- Queries over the need for school places in Brent
- Queries over the need for school spaces in the Sudbury Court Estate (SCE) – particularly in view of the new primary school at Wembley High Technical College
- Health and safety considerations of expansion- particularly playground accidents and illness
- Potential car accidents
- Implications of long distance travel to school on parents and pupils
- Noise, litter and wildlife
- Suitability of the site for large development; particularly its residential nature, narrow roads and susceptibility to flooding
- Traffic, congestion and pollution
- The relationship between parents and staff
- Effect of building work on residents
- Potential to attract further regeneration, housing and leisure in Brent
- Parking and inconsiderate parents
- House value and amenities- especially the right to light and privacy
- Previous promises from the school against expansion

174. A statutory notice was also published on 15 January 2015 ending on 19 February 2015 for the expansion of the school. A summary of the responses is set out below:

	Number of responses received	Percentage of overall responses
Agree with expansion	43	16%
Disagree with expansion	222	84%
No decision reached	0	0%
Total Responses	265	100%

175. In addition to the themes referred to above, objections were raised on the following grounds:

- Administrative difficulties especially management problems, mealtimes and turnover

- The relationship between the school and the wider community; including the impact on emergency services, dissidents' relations with the school and job creation
- Impact on children from minorities
- The Consultation Process

Consultation responses during consideration of planning application

176. The following table sets out responses to the objections raised during the consideration of the planning application:

Topic of objection	Objection	Response
Public consultation prior to planning application being submitted	Proposal had overwhelming objection at the public consultation stage and despite the objections, Cabinet agreed for the expansion to go ahead, concluding that most of the objections could be resolved at the planning application stage.	The planning merits of the proposal have been considered and detailed above.
	Brent Council has been misleading during public consultation stage prior to the application being submitted. At that stage it proposed a number of smaller school extensions, and not the scale of the expansion submitted within the planning application. This includes plans for the new main hall and kitchen to be one storey but the plans submitted with the application show it at two storeys.	The plans shown at the pre-planning consultation events do not show smaller school extensions. The submitted design and access statement shows iterations of the design and how options for expansion were first considered, one of these shows a different approach but this was not taken forward. The scale of the expansion has remained the same in consultation. The plans for the main hall and kitchen from pre-planning consultation showed PL51.40 where the submitted plans show PL51.70. A very slight increase, the other buildings show decreases. This is described in the design and access statement.
	Large number of parents do not support the school expansion (raised by SCRA)	The planning application can only consider the planning merits of the proposal.

Public consultation at planning application stage	Council website inaccurate as states that those who comment address will not be displayed but the addresses have been displayed.	The website was incorrect for a period as it advised that addresses will not be displayed. This is incorrect and the website is being updated. The information is not contrary to
---	--	---

		data protection legislation.
	Delay with objections being uploaded onto the website	Whilst there was a short delay with objections being uploaded, your officers can confirm that all objections submitted on line are now uploaded onto the website.
	Council is changing the submissions that people are making and then displaying the changed submissions.	Your officers can advise that comments have not been edited before being displayed on the website. The objector made reference to punctuation marks etc being edited. It is noted that the changes that the objector has referred to do not alter the content of the objection aside from formatting and punctuation and the objection could still be considered in full.
	Misleading information within the planning application consultation letter. Documents not available to view in hard copy in the Council offices.	<p>The Council does not hold hard copies of any planning application. The information is available to view on computers in the Council offices.</p> <p>However, in this case, given the significant public interest on the proposal, including many elderly residents, your officers did make arrangements for one hard copy of the application to be posted to the SCRA.</p>
	Council is adding new documents regarding the application once the initial consultation letters sent out.	Details of any revised documents are summarised below. Your officers can confirm that these amended documents have not materially changed the application, and therefore it is considered that re-consultation is not required.
	Number of comments supporting the scheme from Byron Court Primary School – individual addresses not provided. Therefore should not be counted as individual comments of support.	A summary of the responses to the planning application are set out in the consultation section above.
Need for school expansion	Wembley High Primary School will already provide surplus in	Consideration of the school catchment area is discussed in

school places in the area, meaning that pupils will be outside the catchment area and will need to travel further distance resulting in increase traffic and parking problems in the area .

(similar issue raised by SCRA)

paragraphs 18 to 21 above.

Case to expand the school is flawed as it was based on the data and assumptions on the report to Cabinet in March 2015 but this data has since changed as stated in the report to Cabinet in November 2015. Proposal will result in surplus in primary school places in the area. Therefore expansion not justified.

(similar issue raised by the SCRA)

The justification for the school expansion is set out in paragraphs 4 to 16 above.

Brent Council claims the school is over subscribed but large number of pupils are from outside the catchment area. School places should be prioritised for those within the catchment area.

(similar issue raised by SCRA)

Consideration of the school catchment area is discussed in paragraphs 18 to 21 above.

The school should not be expanded to address school place shortfalls elsewhere including large developments within Wembley/Alperton. New schools should be built in these areas .

(similar issue raised by the SCRA)

Consideration of demand for school places within neighbouring Planning Areas is set out in paragraphs 13 to 16 above.

The school does not meet the high education standards that it

The Council's School Expansion Programme only includes

	<p>once did. Not OFSTED 'Excellent' and risk that expansion will result in the school being below outstanding. Figures suggest in 2014 Byron Court School only achieved 79% of pupils passing Level 4 which is below the average for Brent, consequently the school is only ranked 33rd in Brent. Furthermore by the Department for Education's newly proposed assessment criteria Byron Court School would no longer be rated outstanding.</p> <p>(similar issue raised by SCRA)</p>	<p>schools with 'Good' or 'Outstanding' OFSTED ratings. The last review of Byron Court rated it 'outstanding'.</p> <p>The applicant has advised that standards in 2015 were well above the local and national averages - 90% BC, 83% LA and 80% NA. The Council has no reason to expect that the school is not delivering a high quality of education.</p>
	<p>Proposals should be considered to only expand by 1FE and refurbish existing buildings.</p>	<p>The justification for the school expansion by 2FE is set out in paragraphs 4 to 16 above.</p>
	<p>Proposal would impact on Green Belt</p>	<p>The school is not located within Green Belt or Metropolitan Open Land.</p>
	<p>The council should only expand schools that are on main roads and have more land space.</p>	<p>School expansions are planned on demand for school places.</p>
	<p>The area already has community facilities. There is no demand for community facilities at Byron Court.</p>	<p>There is a policy requirement for some of the facilities within the school to be available for community use. This will include the new hall and MUGA.</p>
<p>Impact of expansion upon quality of education</p>	<p>School expansion will adversely on the quality of the teaching experience provided for pupils at Byron Court. The Department of Education says large primary schools give a worse education than small schools.</p>	<p>The applicant has advised that many large primary schools have been very successful. It is the quality of the leadership that counts. Byron Court has outstanding leadership. Bigger schools also provide more opportunities for children.</p>
	<p>Construction work will disrupt the children's' education and will</p>	<p>A Construction Management Plan will be secured by condition to manage the</p>

	jeopardies health and safety.	impacts of the construction works.
Impact on neighbouring occupiers	Buildings will be obstructive to neighbouring occupiers with loss of light and overshadowing	This has been discussed within paragraphs 39 and 41 above.
	New building will result in lack of privacy to existing residential occupiers .	This has been discussed within paragraphs 34 to 38 and 40 above.
	Overlooking from larger vehicles such as coaches travelling along Nathans Road access into neighbouring rear gardens and increased noise. No screen planting proposed. Impact made worse by loss of Chestnut Tree – this is against Protocol 1, Article 1. (person has the right to peaceful enjoyment of all their possessions, which includes the home and other land), Article 8 (states that a person has the substantive right to respect for their private and family life), Brent' UDP and DMP10.	The majority of larger vehicles will arrive and depart during the main school day, outside of drop off and pick up times. This will be secured as part of a service and delivery management plan. Whilst larger vehicles can see over the fence line, they will be travelling along the access for short periods of time. The degree of overlooking is not considered significant to warrant a reason for refusal.
	New building will result in increased noise to neighbouring properties and rear gardens.	Noise from plant equipment will be conditioned to be below background noise level. The external play areas next to residential gardens will only be in use during school hours.
	Noise and vibration from construction traffic and works	Construction traffic and works will be managed through the construction management plan.
	Loss of trees will result in a loss of amenity for local residents.	The scheme proposes a loss of a small number of trees. This will be mitigated by the planting of 38 new trees within the site.
Highway related matters	Increased demand for parking with additional staff and for contractor vehicles during the build. Parking is already a	Contractor parking will be provided on site. The construction management plan will include details on parking

<p>problem and this would get worse.</p>	<p>arrangement during the construction works.</p>
<p>Area already significantly congested with commuter traffic from South Kenton Station close by and people parking to visit Northwick Park Hospital. Additional congestion with vehicles parked on both sides of the narrow road network, and with construction lorries and coaches will led to emergency vehicles not being able to access the roads around the school.</p> <p>(Similar issue raised by SCRA)</p>	<p>Consideration of on street parking availability and commuter parking is discussed in paragraphs 132 to 139 above.</p>
<p>Construction vehicles and increased vehicles trips to the site once the school is expanded will lead to more noise and more inappropriate driving such as parents parking on driveways and on double yellow lines. Spencer Road is already a voluntary one way road during drop off and pick up times. Any vehicle trying to travel the other way results in more chaos and congestion.</p> <p>(Similar issue raised by SCRA)</p>	<p>Measures to manage parking during construction will be secured through construction management plan.</p> <p>Active measures are proposed within the Travel Plan to reduce car travel to the site once the school is in occupation. Further details are discussed within paragraphs 140 to 145 above.</p> <p>A number of highway improvements works are to be secured by condition as set out in paragraph 146 above.</p>
<p>Site has very limited access to public transport.</p> <p>(similar issue raised by SCRA)</p>	<p>The PTAL level of the site is discussed in paragraph 116 above.</p>
<p>Meeting school demand for areas outside the catchment will result in unsustainable modes of transport for pupils having to travel longer distances i.e. by car. This has not been considered within the Transport Assessment.</p>	<p>Modal splits have been considered. As discussed above, active measures are proposed within the Travel Plan to reduce car travel to the site once the school is in occupation.</p>

<p>(similar issue raised by SCRA)</p>	
<p>Coach access from Nathans Road will be dangerous to pupils. No safety audit of the highway plan has been carried out. The access is unable to accommodate larger vehicles or provide turning areas. Lack of visibility splays and too close to neighbouring boundaries .</p> <p>(similar issue raised by SCRA)</p>	<p>Tracking plans have been submitted to demonstrate that a coach can access the site via Nathans Road. The tracking plan has been reviewed by officers in Transportation.</p>
<p>Proposal to park in Northwick Park car park will not relieve congestion as the car park is only accessible by the same roads that experience congestion.</p> <p>Layout of Northwick Park Car Park not appropriate for park and stride.</p> <p>(similar issue raised by SCRA)</p>	<p>The use of park and stride has been considered by your officers in Transportation and considered a suitable mitigation measure for this proposal to reduce car travel to the site.</p> <p>Details of highway improvement works within the Car Park are to be conditioned – see paragraph 146 above.</p>
<p>No evidence has been provided of other schools where walking buses have been successful.</p> <p>(Similar issue raised by SCRA)</p>	<p>The use of park and stride has been considered by your officers in Transportation and considered a suitable mitigation measure for this proposal to reduce car travel to the site.</p> <p>Details of highway improvement works within the Car Park are to be conditioned – see paragraph 146 above.</p>
<p>Parking survey misleading as counts both sides of Spencer Road. This road is too narrow to allow parking on both sides of the road. Similar concerns raised with other surrounding streets</p> <p>(similar issue raised by SCRA)</p>	<p>Consideration of on street parking availability and commuter parking is discussed in paragraphs 132 to 139 above. This includes independent surveys by officers in Transportation.</p>

	Residents have requested one way system in the past and parking regulations but no action taken by the Council.	As part of this proposal a number of highway improvement works are proposed, to manage congestion on Spencer Road and Nathans Drive.
	Pupils and staff should be forced to walk from Norval Road and Abbots Drive so that vehicles do not travel down Spencer Road	The Travel Plan will promote active measures including park and stride to reduce the number of vehicles travelling to the school site.
	The neighbouring properties will be required to gain the necessary width of access for larger vehicles from Nathans Road. This would be subject to compulsory purchase powers and not shown within the planning application. (similar issue raised by SCRA)	Your officers in Transportation have reviewed the tracking plans submitted with the application, and advised that the access is suitable for delivery vehicles, refuse and coaches.
	Misleading information regarding number of car parking spaces on site and number of staff.	Details of car park and staff numbers are set out in paragraph 153 above.
	Accesses do not segregate vehicles from pedestrians	Officers in Transportation have requested for the access via Nathans road to be a shared access – refer to paragraphs 148 to 151 above.
	No visibility from the street for parents to observe children arriving at their destination.	Dropping off/picking up arrangements are managed by the school.
	There will be a planned change to the existing road layout at The Green junction with Watford Road, allowing for construction traffic to turn right into The Green from Watford Road. This would be detrimental to highway safety.	Details of construction traffic routes will be set out in the construction management plan. Any alterations to road layouts will need to be considered separately through highway legislation.

	(similar issue raised by SCRA)	
	Temporary road restrictions will apply.	As above.
	Proposed one way system through the estate could lead to delays/blockage. This would impact on residents if needing to leave in emergency situations.	Highway improvement works to ease congestion on Spencer Road are to be secured – see paragraph 146 above.
	Data in Travel Plan misleading as this was provided by the children. Travel Plan and other measures such as breakfast club/after school club not realistic. (raised by the SCRA)	Hand up surveys are routinely carried out in Travel Plans. The Travel Plan has been reviewed by officers in Transportation and revisions are required. See paragraphs 140 to 145 above.
	Sustainability checklist incorrect as proposal will result in increased number of vehicles to the site (raised by SCRA)	The objectives of the Travel Plan is to reduce vehicles to the site to be comparable with the existing situation. To assist in achieving this target, more active us of park and stride is required plus car sharing.
	Number of minor accidents in the area but not documented in the Transport Assessment (raised by SCRA)	Details of accident statistics are set out in paragraph 118 above.
	Increased cycle will be detrimental to children safety. (raised by SCRA)	The scheme proposes a marginally increase in cycling to school within the Travel Plan (only 1%). The Travel Plan aims to increase more sustainable modes of transport.
Environmental considerations – Air Quality, Flood Risk and Ecology	Increased flooding to surrounding area and increased pressure on local sewer network (similar issue raised by SCRA)	Flood risk consideration and impact on surface/foul sewers is discussed within paragraphs 101 to 108 above.
	FRA not fully carried out in accordance with NPPF	See paragraphs 101 to 108 above.

(raised by SCRA)	
New access on Nathans Road being built over the existing drain – risk of collapsing.	The access road on Nathans Road is existing. Any alterations to the access over the drain will need to be agreed with Thames Water.
Information within the Air Quality Report misleading as no site visit carried out by consultant, and no assessment of the boilers have been carried out.. (similar issue raised by SCRA)	The Air Quality Report has been reviewed by officers in Environmental Health. They have advised that the conclusions are acceptable. See paragraphs 109 to 110.
Increased congestion and air pollution within the vicinity of the site. (similar issue raised by SCRA)	See paragraphs 109 to 110 above.
Proposal will affect wildlife and ecology in neighbouring gardens such as frogs, newts, mayflies, dragonflies and fish	The ecological considerations of the scheme are set out in paragraphs 69 to 91 above.
Council did not take advice from own consultant – i.e relating to EIA Screening Opinion. An EIA should have been required due to air quality.	The screening opinion concluded that an EIA is not required. An Air Quality Assessment has been submitted with the application.
Bat survey not corrected carried out and the ecology report only considers the site in isolation. (raised by SCRA)	The consideration of bats is set out in paragraphs 76 to 82 above.
Concerns raised with loss of tree and impact on ecology of site (raised by SCRA)	Habitat loss and enhancement is set out in paragraph 74 above.
Floodlighting during construction works (raised by SCRA)	The construction management plan will secure details of any external lighting during construction works.

Design of building/impact on neighbouring Conservation Area	Design of new building not in keeping with character of existing school building.	The design of the new school building is discussed in paragraphs 24 to 30 above.
	Separate two storey building not attached to the existing school is contrary to policy. Residential houses in the area would not be allowed to build two storey detached buildings in their gardens.	The context of a school site is different in nature to residential gardens. The same policy approach can not be applied.
	Proposals are out of character with the area.	The design of the new school building is discussed in paragraphs 24 to 30 above.
	The proposal will affect the Sudbury Court Conservation Area through the generation of increased traffic and people, together with the schools size and appearance.	The site does not adjoin the Conservation Area. The proposal is not considered to adversely impact on the Sudbury Court Conservation Area.
	Is the new building suitable for disabled access due to stepped level changes across the building	The new building has been designed to comply with Building Regulations M and the Equality Act 2010.
	The site is too small to accommodate the school expansion.	The new building is appropriate sited in relation to neighbouring occupiers. It provides sufficient outdoor play area and playing pitches.
	Unclear why classrooms need headroom height of 4.3m at ground floor and 3.9m at first floor. This will result in extra energy to heat the buildings.	The height of the new building is considered acceptable in relation to neighbouring occupiers. The Energy Assessment indicates that the proposal will meet 35% carbon reduction using lean and green measures.
Other points raised	Impact on value of residential properties .	This is not a material planning consideration.

Asbestos in existing buildings to be removed .	A condition will be secured in relation to asbestos.
Behaviour of headteacher unacceptable – pushing parents/pupils to support the expansion	This is not a material planning consideration.
The school, officers and elected members should be there to serve its local community and not impose its own agenda, irrespective of the needs and wishes of the community.	The planning application considers the planning merits of the proposal.
Increased crime as a result of more movements	It is unclear how the school expansion will result in increased crime within the area.
How can such a larger school (1050) be evacuated safely in an emergency	Excavation of the school is considered by Building Regulations in consultation with the fire brigade.
Rubbish being dumped by children	Details of refuse and recycling within the school site will be secured by condition.
Properties in the area have suffered from kerosene smells from aircraft. Query how this will affect the proposal.	It is unclear how this relates to the school expansion.
Increased risk to security of properties on Nathans Road due to access being opened up for pedestrians and vehicles. School responsible for boundary fencing. Likewise pedestrians at risk from the garage (contains asbestos) and conservatory within the neighbouring property due to proximity of the access road to the neighbouring property	<p>Details of how the access from Nathans Road is to be managed will be secured within the service and delivery plan.</p> <p>It is common to have schools next to residential properties. The risk from asbestos within neighbouring residential properties or the conservatory is no worse than a typical situation of a school access next to residential properties.</p>

--	--	--

Conclusion

144. The proposed school expansion will increase the number of primary school places within Brent to meet projected demand. It will also provide community access to the benefit of Brent residents.

145. The school buildings have been designed and laid out to minimise potential impact by complying with the Council's guidance relating to new development.

146. The application is accompanied by a Flood Risk Assessment which the Lead Local Flood Authority consider to be acceptable.

147. As discussed above, one of the key considerations is the impact of the school expansion upon the wider highway network. Officers recognise the current congestion problems around the school during drop off and pick up. The Council's Highways officers have recommended that additional measures are secured to mitigate the potential increase in traffic and parking on the roads, including improvements to the Travel Plan together with the Highways improvements set out later in this report. The improvements to the Travel Plan would seek to ensure that the Travel Plan (i) incorporates better targets, taking into consideration the increase in staff and pupils, (ii) includes existing initiatives that will be taken forward in autumn 2016 and (iii) includes the proposed park and stride measures for the Northwick Car Park. Further details are provided later in this report.

148. Accordingly, it is recommended that planning permission be granted, subject to conditions.



Brent

DECISION NOTICE – APPROVAL

Application No: 15/4523

To: Mr Grantham
LUC
43 Chalton Street
London
NW1 1JD

I refer to your application dated 19/10/2015 proposing the following:
Demolition of eight existing buildings on site comprising 4x teaching blocks, 1x shelter, 1x shed, 1x storage/garage and 1x kitchen and dining facilities and construction of new part single and part two storey building (to accommodate expansion of the school from 3 form to 5 form entry primary school), all-weather MUGA to include the reconfiguration of the School's playing field and associated landscaping and parking, upgrading of the Nathans Road access and temporary permission for the erection of a single teaching block (2x classrooms) for use until July 2017.
and accompanied by plans or documents listed here:
Please see condition 2.
at Byron Court Primary School, Spencer Road, Wembley, HA0 3SF

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-
National Planning Policy Framework
London Plan
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

941N 100 Rev B - Existing Site Plan
941N 101 Rev E - Proposed Site Plan
941N 102 - Location Plan
941N 110 Rev A - Existing Ground and First Floor Plans
941N 111 Rev A - Existing Site Sections & Elevations

941N 200 Rev J - Proposed Ground Floor Plan
941N 201 Rev E - Proposed First Floor Plan
941N 202 Rev B - Proposed Roof Plan
941N 250 Rev B - Temporary Classroom Provision Proposed Floor and Roof Plan
941N 400 Rev D - Proposed West and South Elevations
941N 401 Rev I - Proposed North and East Elevations
941N 402 Rev D - Proposed Section Elevations
941N 450 Rev A - Temporary Classroom Provision Proposed Elevations
941N 500 Rev E - Proposed Sections
941N 501 Rev C - Proposed Sections Sheet 2
941N 502 Rev C - Proposed Sections Sheet 3
941N 510 - SPG17 Site Sections AA & BB
941N 511 - SPG17 Site Sections CC & DD
941N 512 Rev A - SPG17 Site Sections EE & FF

538-PL-001 Rev E - Landscape Masterplan
538-PL-011 Rev F - General Arrangement North
538-PL-012 Rev F - General Arrangement South

15-267-TPP-Rev -B - Tree Protection Plan

Supporting Documents

Design and Access Statement

Servicing Management Plan prepared by Transport Planning Associates (dated October 2015)

Construction Management Plan prepared by Transport Planning Associates (dated October 2015)

Transport Assessment prepared by Transport Planning Associates (dated October 2015)

Revised Travel Plan prepared by Transport Planning Associates (dated February 2016)

Technical Note prepared by Transport Planning Associates (dated February 2016)

Tree Survey Report Rev C prepared by Canoy Consultancy (dated 14 October 2015)

Acoustic Survey Report prepared by Bickerdikey Allen and Partners (dated 24 September 2015)

Low & Zero Carbon Technologies feasibility study prepared by METHOD (dated February 2016)
Sustainable Development Checklist
BREEAM Design Stage Pre-Assessment prepared by METHOD (dated 17 September 2015)
Landscape Material Schedule Rev B (September 2015)
Extended Phase I Habitat Survey prepared by Greenspace Ecological Solutions (dated October 2015)
Flood Risk Assessment prepared by Price & Myers (dated September 2015)
Air Quality Assessment prepared by Air Quality Consultants (dated November 2015)
Planning Statement prepared by LUC (dated October 2015)

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No music, public address system or any other amplified sound system shall be installed or used externally on the site without the prior written approval of the Local Planning Authority. Details of any proposed system(s) shall be submitted to and approved in writing by the Local Planning Authority prior to installation and thereafter only installed and operated in accordance with the details so approved.

Reason: To safeguard the amenities of the adjoining occupiers.

- 4 Vegetation clearance shall be undertaken outside of the nesting bird season (generally extends between March and September inclusive). If this is not possible then any vegetation that is to be removed or disturbed shall be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them is required to be delayed until the young have fledged and the nest has been abandoned naturally.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 (as amended).

- 5 Activities within Byron Court Primary School for use by community users hereby approved shall only take place between the hours of 0630 and 2300 Mondays to Sundays, with the premises cleared within 30 minutes of this time, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of surrounding residential properties.

- 6 The windows on the southern elevation of the temporary classroom hereby approved shall be constructed with obscure glazing and non-opening or with openings at high level only (not less than 1.8m above floor level) and shall be permanently returned and maintained in that condition thereafter unless the prior written consent of the Local Planning Authority is obtained.

Reason: To minimise interference with the privacy of the adjoining occupier(s).

- 7 Prior to any demolition works, a qualified asbestos contractor shall be employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

Reason: To ensure the safe development and secure occupancy of the site proposed for use.

- 8 The development shall not be occupied until the car-parking, cycle parking and turning areas shown on the approved plans have been constructed, surfaced and marked out to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority. The car-parking, cycle parking and turning areas so provided shall be maintained as ancillary to the development and shall be used for no other purpose at any time.

Reason: In the interests of highway safety.

- 9 The existing and proposed temporary classrooms as shown on the proposed site layout plan shall be removed within one month following first occupation of the new school building hereby approved, or alternative timescales to be agreed in writing by the Local Planning Authority. The areas where the temporary classrooms stood, shall thereafter be implemented in accordance with the details set out in the approved landscape works.

Reason: The buildings are temporary in nature only and would be contrary to design policies and therefore could not be supported on a permanent basis.

- 10 The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) 'Flood Risk Assessment, Byron Court Primary School, September 2015' and the compensatory flood storage measures detailed within the FRA. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding on site and elsewhere by ensuring that compensatory storage of flood water is provided.

- 11 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays (unless otherwise agreed as part of the Construction Management Plan);
- (vi) Details of how vehicular access to adjoining and opposite premises are not impeded;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities and schedule of highway cleaning;
- (ix) measures to control the emission of dust and dirt during construction;
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (xi) School access during the construction phase (including servicing and delivery arrangements);
- (xii) Staff car parking facilities; and
- (xiii) Adhere to the Considerate Contractors Scheme.

Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 12 (a) No development shall commence on site until a Training & Employment Plan has been submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following:

- (i) the details of the Training & Employment Co-ordinator;
- (ii) a methodology for meeting the Training & Employment Targets and the Training & Employment Reporting Schedule;
- (iii) a commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job

The approved Training and Employment Plan shall be implemented throughout the construction phases of the development for the lifetime of the construction of the Development.

(b) Prior to the occupation of the new school buildings, a Training & Employment Verification Report shall be submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

13 Prior to commencement of the development, the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

- (i) A raised table directly outside the access onto Nathans Road
- (ii) A zebra crossing to enable a safer pedestrian route the new entrance in Nathans Road.
- (iii) Implementation of traffic management arrangements to better manage flow on roads surrounding the school subject to public consultation
- (iv) Segregated footway for pedestrians, especially for children, to be provided on the access into Northwick Car Park and a covered waiting area

The new school building shall not be occupied (or other timescales to be agreed in writing by the Local Planning Authority) until the above works have been completed to the satisfaction of the Local Highway Authority and have been certified in writing as being substantially complete by or on behalf of the local planning authority.

Reason: In the interests of highway and pedestrian safety.

14 No works shall commence on site prior to a Tree Protection Plan and Arboricultural Method Statement being submitted to and approved in writing by the Local Planning Authority. These shall include method statements and plans which:

- (i) adhere to the principles embodied in BS5837:2012
- (ii) indicate exactly how and when the retained trees, hedges and shrubs on-site or off-site near the site boundaries will be protected during the construction phases;
- (iii) reconfiguration of the balancing pond between trees T8 and T9 on the eastern boundary of the site, to avoid damage to tree roots.
- (iii) show root-protection zones;
- (iv) detail method of pruning works to retained trees (if proposed)

Provision shall also be made for supervision of tree protection by a suitably qualified and experience arboricultural consultant and details shall be included within the tree protection statement. No works shall commence on site until the Council's Tree Officer has been on site to inspect the protection measures and, the development shall be carried out strictly in accordance with the agreed details.

Reason: To ensure retention and protection of trees on the site in the interests of amenity.

15 Details of foul water drainage for the new school building hereby approved shall be submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker. No discharge of foul water from the site shall be made into the public system until the approved drainage details have been completed unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

16 (a) Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent

of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

(b) Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site

- 17 Notwithstanding the details submitted under submitted plans otherwise approved, prior to commencement of works on site, revised details of the access road from Nathans Road shall be submitted to and approved in writing by the Local Planning Authority. This shall include a shared surface, reduction in height of boundary fence next to the access to 0.6m high to maintain visibility, and set back of the gates from the entrance of the access. The approved access layout shall be fully implemented prior to first occupation of the new school building.

Reason: To provide safe access to the site.

- 18 Prior to commencement of development, further details of the following external materials (with samples where appropriate to be pre-arranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority.

- Details of facing bricks including samples to be pre arranged to be viewed on site
- Details of the specification and colour of the window frames and doors
- Details of the finishing material and colour for render and veneered timber, louvres, parapets, cills, and any railings

The works shall be carried out in full accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- 19 Prior to commencement of works on site, further details of the following shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50) or manufacturer's literature which show:

- (a) the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (b) the junctions around any wall mounted external vents, if applicable;
- (c) the location of any external plant equipment and extract and supply ducts to the kitchen together with details of the design and material of any screening to the external plant equipment and extract and supply ducts;
- (d) details of any hand rail at roof level including its position on the roof, design and finish

The development shall be completed in accordance with the details so approved before the school building is occupied.

Reason: These details are required to ensure that a satisfactory development is achieved.

- 20 Within three months of commencement of works on site, details of the design and layout of the Multi Use Games Area shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Sport England. The MUGA shall not be constructed other than substantially in accordance with the approved details.

Reason: To ensure the development is fit for purpose and sustainable and to accord with Development Plan Policy

- 21 No development shall commence until the following documents have been submitted to and approved in writing by the Local Planning Authority, in consultation with Sport England:

(i) A detailed assessment of ground conditions (including drainage and topography) of the land proposed for the playing field which identifies constraints which could affect playing field quality; and

(ii) Based on the results of the assessment to be carried out pursuant to (i) above, a detailed scheme which ensures that the playing field will be provided to an acceptable quality. The scheme shall include a written specification of soils structure, proposed drainage, cultivation and other operations associated with grass and sports turf establishment and a programme of implementation.

The approved scheme shall be carried out in full before first occupation of the new school building (or other timescales to be agreed in writing with the Local Planning Authority, in consultation with Sport England). The land shall thereafter be maintained in accordance with the scheme and made available for playing field use in accordance with the scheme.

Reason: To ensure that the playing field is prepared to an adequate standard and is fit for purpose and to accord with Development Plan Policy.

- 22 A scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of development. The approved hard and soft landscaping shall be completed in strict accordance with the approved details prior to the occupation of the new school buildings or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

(a) all planting including location, species, size, density and number incorporating native species

(b) planting of minimum 38 x 14-16cm native trees,

(c) details of the provision of artificial bird and bat boxes

(d) details of ramped access for terrestrial mammals if excavations are left open overnight during the construction stages

(e) areas of hard landscape works including details of materials and finishes.

(f) the location of, details of materials and finishes of, all street furniture and play equipment.

(g) existing and proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height

(h) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)

(i) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 23 Prior to occupation of the new school buildings, a Community Access Plan prepared in consultation with Sport England shall be submitted to and approved in writing by the Local Planning Authority. The Community Access Plan shall allow for a minimum of 15 hours of community use each week and shall include details of rates of hire (based upon those charged at other public facilities), terms of access, hours of use, access by non-school users/non-members and management responsibilities.

The approved Community Access Plan shall be brought into operation within 3 months of occupation of the development and it shall remain in operation for the duration of the use of the development.

Reason: To secure well-managed, safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Local Plan.

- 24 Details of the roof plan, showing the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and shall be installed prior to occupation of the development hereby approved.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- 25 Prior to occupation of the new school building, further details of layout and external appearance of the refuse storage facilities shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure the external appearance is acceptable and protect the amenity of adjoining residents.

- 26 Prior to occupation of the new school building, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include the management of staff car parking and community access outside of school hours. The car park management plan shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety.

- 27 Prior to occupation of the new school building, a servicing and delivery plan (including coaches) shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details.

Reason: In the interest of highway safety and the amenities of neighbouring occupiers.

- 28 Prior to the commencement of the use of the new school buildings, a School Travel Plan of sufficient quality to score a PASS rating when assessed under Transport for London's ATTrBuTE programme (or any replacement thereof), to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority. The measures should include increased targets for park and stride and car sharing.

On first Occupation of the new school building the Travel Plan shall be fully implement for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

Reason: In order to promote sustainable transport measures where on-street parking and manoeuvring may cause highway safety problems.

- 29 Prior to occupation of the new school buildings, further details of 2 spaces that will be provided

with electric vehicle charging points and 2 spaces that will be provided with passive electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sustainable modes of transport.

- 30 Within 2 months of occupation of the new school building, a Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the development has met or exceeded the following:
- (i) Minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;
 - (ii) Minimum BREEAM 'Excellent' rating
 - (iii) Minimum score of 30% on Brent's Sustainability Checklist

If the review specifies that the development has failed to meet the above levels, compensatory measure shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

The approved Sustainability and Energy Strategies (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

Reason: To ensure a satisfactory development which incorporates sustainability measures that are commensurate to the scale of development proposed.

- 31 The boiler to be installed in the new school building shall meet or improve upon the emissions standards and technical details described in the Air Quality Assessment. Prior to the commencement of the use the applicant shall provide details of tests undertaken on the installed unit to demonstrate that the emissions standards have been met, and shall maintain the unit thereafter in such a way as to ensure that these standards continue to be met.

Reason: To protect local air quality.

- 32 Any plants for ventilation, extraction, heating equipment etc. shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The combined noise levels from any such plants together with any associated ducting, shall be below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the noise levels and any mitigation measures applied to achieve the required noise levels shall be conducted post installation of the systems and submitted to approved in writing by the Local Planning Authority. The plants shall thereafter be maintained in accordance with the manufacture's guidance.

Reason: To safeguard the amenity of the neighbours from the transmission of noise

- 33 Prior to occupation of the new school, further details for the provision of a minimum of 62 cycle spaces (which includes separate cycle parking facility for staff) and scooter parking together with details of how the cycle stands/scooter parking will be secure and covered, shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure satisfactory level of cycle parking for pupils and staff.

INFORMATIVES

- 1 The applicant is advised that in Britain all bat species and their roosts are legally protected, by both domestic and international legislation.
 - In the event that bats and/or evidence of bats are found during demolition, then all works should stop and Natural England or the appointed ecologist contacted on the appropriate manner to which to proceed.
 - In the event that any works were proposed that would impact on the main building, then further surveys for the presence of roosting bats should be undertaken prior to start of works.

- 2 The Construction Management Plan as set out in condition 12 above, shall include details of building 2 as shown in the Ecology Report to be removed outside the core hibernating period (1st November - 1st March) and after an inspection of the underside of the building has been made for the presence of hedgehogs. In the unlikely event that a hedgehog is found to be present, arrangements shall be made to relocated it by hand to an appropriate location within the wildlife garden.

- 3 With regards to condition 21 set out above, the applicant is advised that the design and layout of the MUGA should comply with the relevant industry Technical Design Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to: Artificial Surfaces for Outdoor Sports.

- 4 With regards to condition 22 set out above, the applicant is advised that the scheme should comply with the relevant industry Technical Guidance, including guidance published by Sport England, National Governing Bodies for Sport. Particular attention is drawn to 'Natural Turf for Sport', (Sport England, 2011), FA Grass Pitch Quality Performance Standard (Community), FA Goalpost and Pitch Sizes.

- 5 With regards to condition 24 above, the applicant is advised that guidance on preparing Community Use Agreements is available from Sport England www.sportengland.org.

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337

This page is intentionally left blank

COMMITTEE REPORT

Planning Committee on 9 March, 2016
Item No 11
Case Number 15/5240

SITE INFORMATION

RECEIVED: 2 December, 2015

WARD: Kenton

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

PROPOSAL: Expansion of current 2FE to 4FE primary school with associated landscape works and including:

1. Demolition of two classroom blocks, sports hall, toilet wing and staff room.
2. Construction of new 2 storey block providing 16 classrooms and associated spaces linking to existing building, new single storey providing 4 classrooms and associated spaces in SE corner of the site and a new larger sports hall.
3. Internal alterations and remodelling to main school building providing enlarged reception and main entrance, converting existing reception classrooms into new music/dance studio space and upgrading and remodelling of the existing kitchen and dining hall.
4. New incoming electrical connection
5. Provision of temporary classrooms and toilets for the duration of the works, including creation of services connections

APPLICANT: London Borough of Brent

CONTACT: Curl La Tourelle Architects

PLAN NO'S: Refer to Condition 2

**LINK TO
DOCUMENTS
ASSOCIATED TO
THIS
APPLICATION**

[When viewing this on an Electronic Device](#)

Please click on the link below to view **ALL** document associated to case
https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_125391

[When viewing this as an Hard Copy](#) .

Please use the following steps

1. Please go to pa.brent.gov.uk
2. Select Planning and conduct a search tying "15/5240" (i.e. Case Reference) into the search Box
3. Click on "View Documents" tab

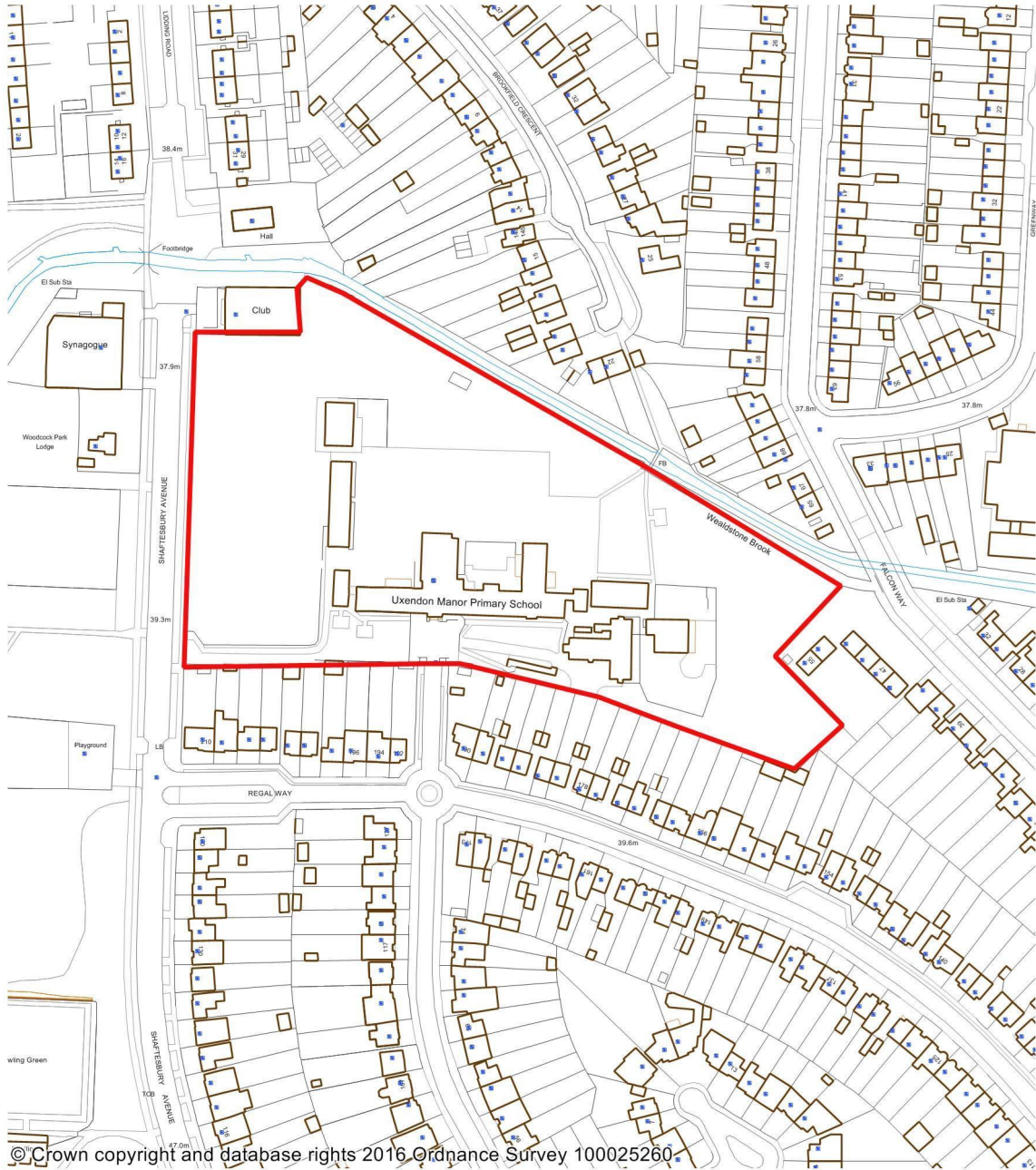
SITE MAP



Planning Committee Map

Site address: Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

© Crown copyright and database rights 2011 Ordnance Survey 100025260

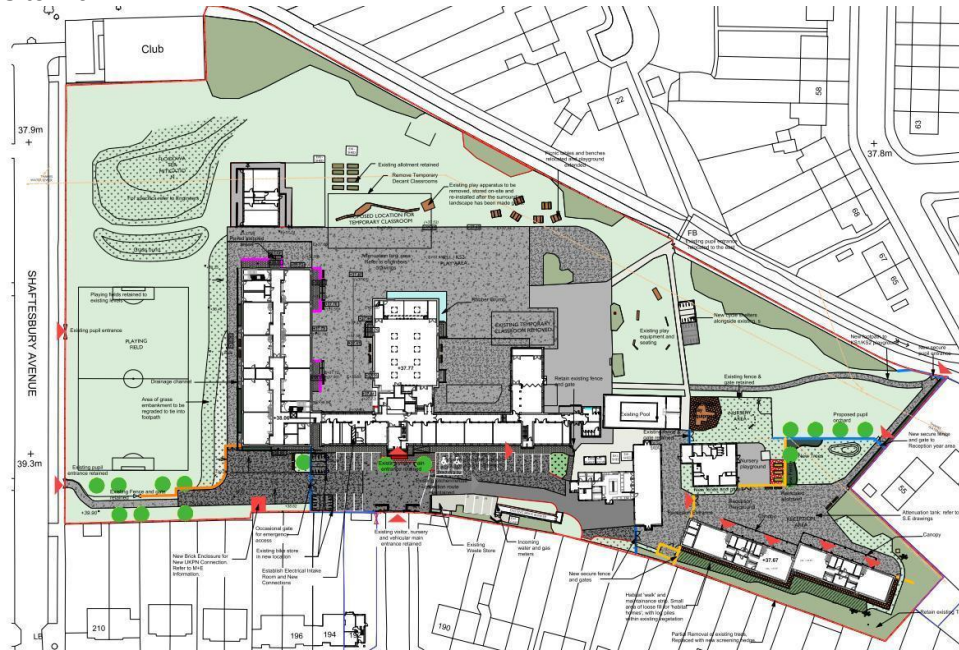


This map is indicative only.

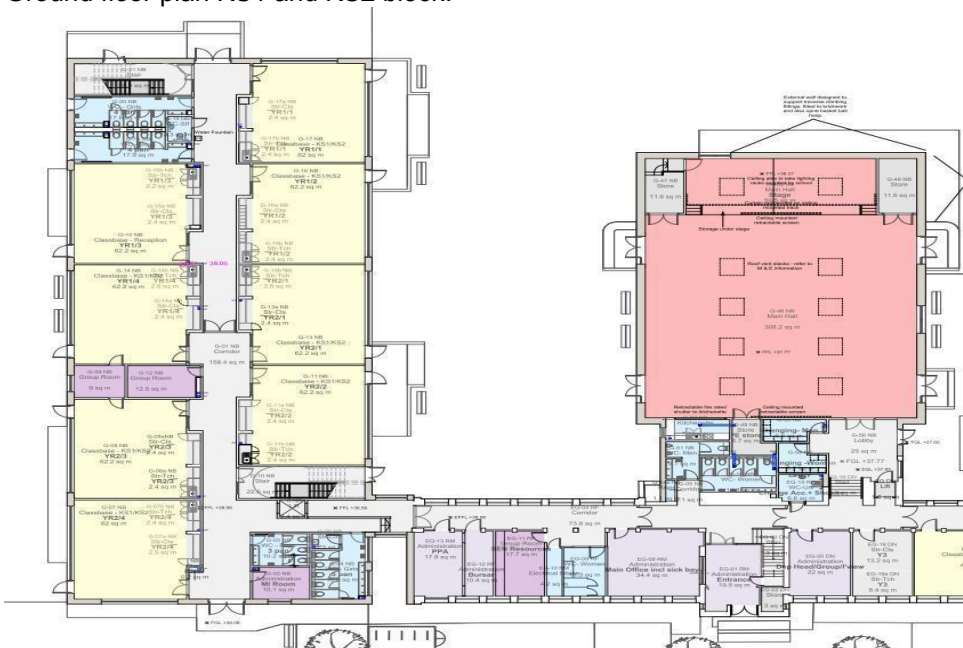
SELECTED SITE PLANS

SELECTED SITE PLANS

Site Plan:



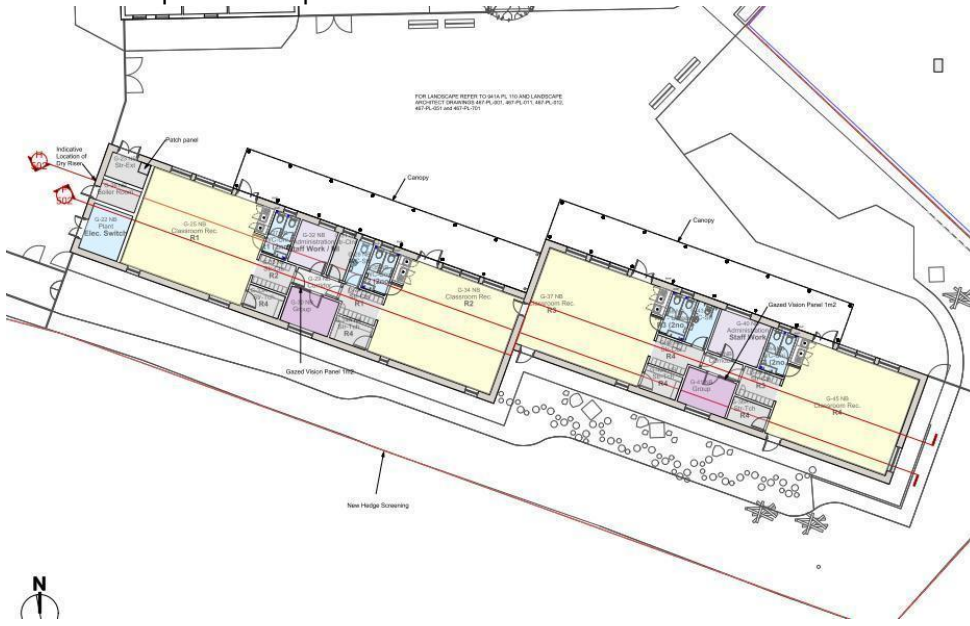
Ground floor plan KS1 and KS2 block:



First floor plan KS1 and KS2 block:



Ground floor plan – Reception block



West Elevation – KS1 and KS2 block



North Elevation – Reception block

Document Imaged



RECOMMENDATIONS

Grant Consent, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

Expansion of current 2 Form Entry to 4 Form Entry primary school with associated landscape works and including:

1. Demolition of two classroom blocks, sports hall, toilet wing and staff room.
2. Construction of new 2 storey block providing 16 classrooms and associated spaces linking to existing building, new single storey providing 4 classrooms and associated spaces in SE corner of the site and a new larger sports hall.
3. Internal alterations and remodelling to main school building providing enlarged reception and main entrance, converting existing reception classrooms into new music/dance studio space and upgrading and remodelling of the existing kitchen and dining hall.
4. New incoming electrical connection
5. Provision of temporary classrooms and toilets for the duration of the works, including creation of services connections

B) EXISTING

The application site comprises Uxendon Manor Primary School. It is a community school located in the north of the borough. It provides school places to 484 boys and girls between the ages of 4 - 11. There is also a nursery with 60 part time places.

The the south and east of the site are residential properties on Vista Way and Falcon Way. To the west is a section of Shaftesbury Avenue that does not contain any residential properties. It contains tennis courts for Woodcock Park, a synagogue and youth club. To the north of the site is the Wealdstone Brook. On the otherside of the Wealdstone Brook are residential garden located on Brookfield Crescent and Falcon Way.

The vehicular access to the school is located on Vista Way. There are three pedestrian accesses to the site. One off Vista Way next to the vehicular entrance, one off Shaftesbury Avenue at the south western corner of the site, and one at the north eastern end of the site via a public footpath adjacent to the Wealdstone Brook, accessed from either Falcon Way or Brookfield Crescent.

The majority of the site is located within Flood Zone 2, and the northern section is located within Flood Zone 3. The Wealdstone Brook is designated as a Wildlife Corridor and a Site of Borough (Grade II) Importance for Nature Conservation.

C) AMENDMENTS SINCE SUBMISSION

During the course of the application, the following amendments have been made to the proposal:

- Phasing Plans updated to show tree protection measures
- The Flood Risk Assessment submitted with the application did not fully show the extent of the plans within Appendix A "Topographical Survey & Existing Drainage" on pages 13 and 15. A revised FRA has been submitted that includes the full extent of these plans within Appendix A on pages 13 to 15".

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks full planning permission for the expansion of Uxendon Manor Primary School from 2FE to 4 FE. The works include a two storey extension, new hall and

detached building for the reception classrooms. This is an existing school site and the principle is considered acceptable.

Impact on neighbouring amenity: The new school buildings, as a result of its siting and layout within the school site in compliance with SPG17 guidance, will not adversely impact on the amenity of neighbouring occupiers.

Landscaping and trees: A number of existing trees within the school site will be retained. New trees and landscaping is proposed as part of the school redevelopment.

Sustainability: Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings however the proposed scheme is predicted to achieve BREEAM 'Very Good' which falls short of this target. It is considered given the benefits of the scheme to provide an improved education facility, provision of 'lean measures', 'clean measures', the proposal can be supported.

Transportation matters: The application proposes to increase on site car parking from 10 to 23 car parking spaces (including 2 disabled bays) with two EVCP to be secured by condition. 108 cycle spaces are proposed. A Service and Delivery Plan is to be secured by condition. The scheme can be supported on highway grounds as the multiple entrance/exits currently help disperse traffic around the vicinity of the school rather than creating congestion at any one point. Promoting of sustainable modes of transport will be secured through the travel plan. The scheme will secure highway improvement works including (i) Re-lining of the 'school keep clear' marking on Shaftesbury Avenue, Vista Way and Falcon Way, (ii) New 'school keep clear' sign plates to be provided on Shaftesbury Avenue, (iii) Disabled bay on Shaftesbury Avenue is no longer required by the school due to the two new off street disabled bays and therefore the on street bay should be removed in order to maximum on street capacity., (iv) Double yellow lines at the end of Brookfield Crescent should be implemented to maintain a turning circle, (v) Double yellow lines at the end of Shaftesbury Avenue should be implemented to maintain a turning circle, (vi) Widening of the Public Right of Way from Brookfield Crescent up to the Bridge to provide a better pedestrian flow, and (vii) Provision of double yellow lines at the junction of Vista Way, Regal Way in the vicinity of the roundabout and by the main entrance on Vista Way.

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Non-residential institutions	2530	1939	591	2056	3995

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

RELEVANT SITE HISTORY

Relevant planning history

15/4477: Full Planning Permission sought for erection of a timber front entrance lobby and associated external stairs to detached classroom building of school - Granted, 11/12/2015.

15/0977: Full Planning Permission sought for installation of a single storey modular temporary classroom building in the school's playground and extension to existing car park (relocation of approved proposal reference 14/3781) - Granted, 28/08/2015

15/1934: Full Planning Permission sought for erection of 2 temporary modular classroom buildings with associated internal wc's and store in the school ground - Granted, 28/08/2015.

14/3781: Full Planning Permission sought for installation of single storey modular temporary classrooms in the playground of Uxendon Manor School - Granted, 13/02/2015.

04/2777: Full Planning Permission sought for erection of replacement classroom building and front and rear

disabled-access ramps with handrails - Granted, 08/11/2004.

CONSULTATIONS

Consultation Period: 21/12/2015 – 11/01/2016

Additional Consultation Period: 02/02/2016 – 23/02/2016

Site Notices displayed on 07/01/2016

Press Notice: 07/01/2016

493 local household consulted.

12 objections received from individual addresses together with an objection from Friends of Woodcock Park on the following grounds. The objections are summarised as follows, and are discussed in more detail within Paragraph 140 of the "Detailed Considerations" section.

Area of objection	Nature of objection	Frequency of objection
Highway related matters	Unclear on where the additional pupils will come from. This will result in overspill parking onto surrounding neighbouring roads including narrow roads such as Lidding Road. Area already congested from the nearby secondary schools.	13
	As the school is not served by public transport, vehicular trips to the site will increase as a result of the expansion. Transport Impact Study is required to understand the implications.	2
	Increased staff will lead to more on street car parking.	3
	Dead end section of Shaftesbury Avenue congested which does not allow larger vehicles such as coaches to turn around. They end up reversing down the street.	3
	Parents of the school drive irresponsibility - i.e. damaging parked cars, blocking driveways and parking on double yellow lines. More active enforcement is required.	3
	Construction traffic will damage the grass verges and cause congestion.	2
	Increased risk of accidents as a result of more congestion on the roads.	3
	Buses in the AM and PM peak are overcrowded at present.	2
	Cycle through Woodcock Park is against the byelaws.	1
	Congestion on the roads outside of main school hours when the synagogue and youth club are in use.	3
Flooding and Drainage	Serious problems in the local area with	6

	flooding and road drainage. Local sewer system is working at capacity. School playing fields have flooded recently.	
Impact on residential occupiers	Opening sports hall outside of school hours will lead to disturbance for local residents.	2
	New reception block too close to residential rear gardens.	1
	Loss of privacy to neighbouring properties and residential gardens.	3
Ecology	Removal of trees and hedging could adversely impact on bats.	2
	Use of Monkshood Aconitum is not appropriate for a school as it is poisonous.	1
Other matters	Increased pupils will put greater strain on the play equipment in Woodcock Park.	2
	Case has not been made to justify the need for the school expansion.	2
	The expansion of the school would damage the ethos of the school and be detrimental to the education and well-being of the pupils	1

External Consultation

Councillor Colwill - Objections raised on the grounds of traffic congestion and the scheme not taking into account why to drain off flood water.

Sport England - No objections raised.

The Environment Agency - No objections subject to conditions.

Internal Consultation

Sustainability - The proposal can be supported on sustainability grounds.

Landscape - No objections raised.

Tree Officer - No objections raised.

Local Lead Flood Authority - No objections raised.

Transportation - This proposal can be supported on transportation grounds, subject to:

- (i) the submission and approval of a revised School Travel Plan for the site, setting more onerous targets of pupils and staff travelling to the site by car alone, to be achieved across a five-year period. Reason: to mitigate and adverse impact arising from increased traffic and parking demand in the area as discussed above;
- (ii) relining of existing 'School Keep Clear' markings Shaftesbury Avenue, Vista Way and Falcon Way
- (iii) new 'School Keep Clear' sign posts on Shaftesbury Avenue
- (iv) Removal of the redundant disabled bay on Shaftesbury Avenue
- (v) Double yellows lines to be implemented on Shaftesbury Avenue and Brookfield Crescent to retain a turning circle at the end of both streets
- (vi) Provision of double yellow lines at the junction of Vista Way, Regal Way in the vicinity of the roundabout and by the main entrance on Vista Way.
- (vii) Widening of the Public Right of Way from Brookfield Crescent to the Bridge to provide a two way

pedestrian flow.

(viii) A Construction Method Statement to be submitted prior to works

Environmental Health - No objections raised subject to conditions being secured relating to (i) sound proofing of new hall, (ii) measures to mitigate noise and dust during construction, (iii) asbestos, and (iv) air quality assessment if CHP being proposed.

POLICY CONSIDERATIONS

National Planning Policy Framework

Paragraph 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Further Alterations to the London Plan 2015

- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.13 Sustainable Drainage
- 6.1 Strategic Approach
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking

Brent's Core Strategy 2010

Objective 5 - meeting social infrastructure needs

CP18: Protection and Enhancement of Open Space, Sports and Biodiversity

CP19: Brent Strategic Climate Change Mitigation and Adaption Measures

CP23: Protection of existing and provision of new Community and Cultural Facilities

Brent's UDP 2004

BE4: Access for Disabled People

BE6: Public Realm - Landscape Design

BE7: Public Realm - Streetscape

BE9: Architectural Quality

BE12: Sustainable Design Principles

BE17: Building Services Equipment

EP2: Noise & Vibration

EP3: Local Air Quality Management

EP12: Flood Prevention

CF8: School Extensions

OS13: Development on sites of Borough (Grade II) and Local Nature Conservation Importance

OS14: Wildlife Corridors

TRN4: Measures to make Transport Impact Acceptable

TRN10: Walkable Environments

TRN11: The London Cycle Network

TRN22: Parking Standards - Non Residential Developments

PS12 - Non-Residential Institutions

Draft Development Management Policies - Publication Version September 2015

DMP12: Parking

DMP13: Movement of Goods and Materials

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

DETAILED CONSIDERATIONS

Existing site

1. The existing school buildings within the site comprise the main school building built in the 1930s which contains classrooms, two halls and administration plus ancillary accommodation built in 1940/50s that contains classrooms and a kitchen/dining hall. This ancillary accommodation is in a poor state of repair. There is also some teaching accommodation added later comprising two classrooms and the nursery.
2. As set out in the planning history above, recent applications were approved for temporary accommodation. These include a single storey modular building incorporating two classrooms with associated WC facilities located on the playground in front of the main building. This was to replace ancillary accommodation (music room and library) that was lost due to a 30 place bulge class that started in 2014 within existing accommodation in the main school (no planning approval required). This modular building has planning consent until 31 December 2016 (LPA Ref: 15/0977).
3. The second more recent planning application was for an additional 2 temporary modular classrooms which will be located on the school playground opposite the main building. The classrooms will be used by 2 new reception classes. This has resulted in an additional 60 pupils entering the school at reception level from September 2015. These temporary modular buildings have consent until 31 July 2022 (LPA Ref: 15/1934).
4. The school currently operates as a two form entry school (60 pupils per year, 420 across the seven year groups) with the 'bulge' classrooms in reception year and year 1 approved as part of planning consents 15/0977 and 15/1934. The nursery intakes 60 children a year (part time places am and pm).
5. A table showing the current school pupil numbers based on year group is set out below:

Year Group	Number of pupils
Reception	94
Year 1	90
Year 2	60
Year 3	60
Year 4	60
Year 5	60
Year 6	60
Total	484

6. The nursery also operates 60 part time nursery places. This takes place in two sessions. Based on the above, the full time equivalent on site at any one time is 513 pupils.

The need for additional primary school places

7. In recent years Brent has seen an unprecedented increase in the demand for primary school places. The primary pupil population (Reception to Year 6) has grown from 23,488 in May 2008 to 26,028 in May 2015, an increase of 10.81%.
8. The Council has a duty to provide a "reasonable offer" of a school place to all children. For primary schools, "reasonable offer" is one within 2 miles of home.
9. The "School Place Planning Strategy 2014-18" was approved by Cabinet in October 2014. This advised that the most recent predictions provided to Brent Council by the GLA had indicated a substantial reduction in births across London, with a subsequent decrease in demand for Reception places. This has been confirmed by the 2015 projections. The Council is however aware that more recent data indicates that birth rates are rising again and it is therefore expected that the GLA projections to be revised upwards in 2016.
10. Demand for Reception places is currently projected to reduce from September 2016, leading to a

projected surplus of Reception capacity across the borough. However, the Council expects that demand for admissions in year groups other than Reception will continue to grow.

11. Whilst the GLA projections are a good indicator of place need, they remain a statistical model which should be seen as a valuable tool rather than a definitive position. Demand for school places can be highly localised as parents seek entry to popular schools but refuse places at others. Fluctuations in birth rates can also quickly lead to projections being revised. In addition, the Council is projecting significant growth, particularly with developments coming forward within the Growth Areas.

12. In recent years the Council has been forced to provide temporary and bulge classes to meet a sudden increase in demand for primary school places. The Council wishes to reduce its reliance on such temporary provision, as it is neither educationally desirable or cost effective. In recognition of this, together with the anticipated changes to projections outlined above and the growth in primary cohort size from Reception to Year 6, Cabinet recommended in October 2014, that Brent should aim to maintain a 5% surplus in Reception places.

13. In August 2015, the Council's Cabinet Committee approved the permanent expansion of Uxendon Manor Primary School by two forms of entry.

14. In November 2015, Cabinet approved an update to the "School Place Planning Strategy 2014-18". This resolved to approve the need to continue with all current planned school expansions. This was on the basis of a continued growth in demand for places in primary years outside of Reception and the recent changes in birth rates meant that future projections were are likely to be revised upwards.

Why the need to expand Uxendon Manor Primary School

15. The Brent School Place Planning Strategy has criteria only to expand Good and Outstanding rated schools based on OFSTED classification (Office of Standards in Education). Uxendon Manor Primary School was classified as Good by OFSTED in July 2013.

16. In addition year on year, Uxendon Manor achieves high Key Stage 2 performances in Reading, Writing and Maths. The 2014 Key Stage 2 results show 92% of all pupils achieve above a level 4 in the above subjects compared to the national average of 79%. By expanding to 4 forms of entry (4FE) Uxendon Manor Primary School will be providing local opportunities for more children to attend a good provision and to enable the school to deliver beyond simply providing an education.

17. Uxendon Manor's devotion to disadvantaged pupils through their Pupil Premium Grants ensures all children can develop. Their objectives to ensure pupil participation and develop pastoral support have been achieved through innovative projects such as; subsidising residential visits and utilising a play therapist to develop pastoral care. Expanding Uxendon Manor by 2 forms of entry (2FE) creates more opportunities for a greater number of students from all backgrounds.

18. For school planning purposes the borough is split into 5 different regions (planning areas) so that local demand can be calculated. Uxendon Manor Primary School and 7 other Brent schools providing primary provision fall into planning area 2. This area covers the wards of Kenton, Barnhill, Preston and Northwick Park. Whilst latest projections as set out in the update to the "School Place Planning Strategy 2014-18" indicates a decrease in projected demand for Reception places in this Planning Area, if no action is taken, there would be a deficit in school places in this Planning Area of around 2 classes. The impact of this would be that whilst there would be sufficient primary school places across the Borough as a whole, there would be a deficit in two of the three Planning Areas in the north of the Borough, meaning the Council would be less likely to be able to make a "reasonable offer" of a school place to those children.

19. The applicant has advised that the expansion of Uxendon Manor Primary School by two FE will address that deficit. A further planned expansion of a school in this Planning Area (Byron Court), if approved, would add a further 2FE expansion and overall the two expansions would create a manageable working surplus of primary school places in this Planning Area.

20. The planning application for Byron Court is also under consideration (LPA Ref: 15/4523). The applicant has advised that in the event that only one of the planning applications for Byron Court or Uxendon Manor obtained approval the subsequent developments would address the deficit in school places and would create a very small surplus of places in this Planning Area. This level of surplus is not considered sufficient to meet the anticipated growth in demand for Reception places in future years, or to support the sufficiency of places across the whole of Brent or to accommodate the existing

and growing need for places in other primary year groups. The applicant therefore intends to expand both schools should planning approval be obtained.

21. If the proposal to expand is approved the increase in the number of permanent places at the school will be gradual until the maximum of 840 (an increase of 356 pupils) is reached in September 2021. The nursery will continue to operate with 60 places. This equates to 900 pupils in total or 870 FTE at site at any one time including both primary and nursery pupils.

22. A table setting out the increase in pupil numbers (Reception to Year 6) over this period is set out below:

Date	Reception	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Sep – 15	94	90	60	60	60	60	60	484
Sep - 16	120	120	90	60	60	60	60	570
Sep - 17	120	120	120	90	60	60	60	630
Sep - 18	120	120	120	120	90	60	60	690
Sep - 19	120	120	120	120	120	90	60	750
Sep - 20	120	120	120	120	120	120	90	810
Sep - 21	120	120	120	120	120	120	120	840

Catchment area of Uxendon Manor Primary School

23. School placements are based on school catchment areas, defined in a map. Each school has a set of roads which gives the children residing in them priority to that school. The actual catchment area can expand and shrink according to the number of children who apply for a place. If the school is very popular, depending on the criteria priority list, the children living closer to the school stand a better chance of getting a place than those far away. If the school is unpopular or has a specialism (e.g. a faith school) children living outside the official catchment area may stand a good chance of receiving a place. The School's Place Planning Team have advised that the map will not change once Uxendon is expanded although the demand most likely will.

24. The boundaries for the catchment map for Uxendon Manor School comprises the eastern side of Shaftesbury Avenue, northern side of Preston Hill, roads either side of The Mall, and the southern side of Kenton Road from Kingsbury Circle to Gooseacre Lane.

25. The current catchment of pupils to Uxendon Manor Primary School based on data from the October 2015 Brent School Census includes 251 pupils from within the catchment and 293 from outside the catchment. This is broken down within the following table:

In/Out Catchment	LA/Borough	Pupils	
Inside	Brent	251	46%
	Inside Total	251	46%
Outside	Brent	192	35%
	Brent LA	192	35%
	Harrow	94	17%
	Ealing	3	0.6%
	Barnet	2	0.4%
	Neighbour LAs	99	18%
	Hertsmere	1	0.2%
	Three Rivers	1	0.2%
	Non London LAs	2	0.4%
	Outside Total	293	54%
Total Pupils		544	

26. The School Place Planning Team have advised that they do not expect that new school places will only be taken up by pupils living in the catchment area. The catchment is purely a mechanism for prioritising applications. The Council plans school places on planning areas. There are five planning areas and Uxendon Manor is in Planning Area 2. The Council would anticipate that places at Uxendon Manor would assist with meeting demand in Planning area 2 and also in the neighboring planning areas PA1 and 3. The Council endeavours to offer a school place within two miles of a child aged 5 – 8s home and for a child over 8 a place within 3 miles of a child's home. This is considered a reasonable distance by the Department for Education.

Proposal

27. In light of the above identified need for additional school places this proposal is seeking to provide additional permanent buildings on the site to accommodate two extra forms of entry to increase the school from a two form entry to a four form entry, together with additional teaching support and non-teaching areas to meet the increased size of the school. The proposals include:

- A new two storey classroom block with 16 new classrooms, support spaces and staff room.
- A new single storey blocks to accommodate 4 number Reception Year classrooms and support spaces
- A new hall, designed to accommodate a badminton court in keeping with Sport England's Design Guidance for Community Sports Halls.
- Remodelled existing areas, including the kitchen and dining rooms.
- Improved access control enabling secure community access.
- Increased cycle and scooter parking on site for pupils and staff.
- Improved landscaping including a larger Reception Year playground and improved hard play area at the entrance of the new two-storey extension.

Phasing of the works

28. The works are proposed to be carried out in two phases. Phase 1 will comprise providing temporary accommodation for two Year 1 classrooms and playground accessible toilets, together with the construction of the single storey block providing the four Reception Year classrooms and support spaces.

29. Once Phase 1 is complete, Phase 2 will commence and will involve demolition the outdated classroom accommodation, WCs/staff room and existing school hall together with the construction of the two storey teaching block, new hall, remodelling of existing spaces including the kitchen/dining hall and new external works.

30. The temporary classrooms that form part of this application together with those already provided on site will be removed on completion of phase 2 works.

Design of the extensions

Two Storey Extension

31. The new two storey extension will be attached to the west of the main school building via an internal link. It will contain 16 new classrooms, support spaces and staff room. It will have a total length of 48.5m. The building will be flatted roof to match the existing school building. It will contain brick work at ground floor and part brick work/part render at first floor level. Windows and doors are to be in aluminium. Screen cladding is proposed around the plant equipment at roof level.

32. The west elevation of the new extension will be visible from the public highway on Shaftesbury Avenue but set significantly back from the road by the existing playing fields. The extension has been designed so that this elevation reads as a principle elevation with strong rhythm of windows and doors together with signage of the school.

33. It is recommended that full details of external materials including sections of how the render will be constructed are conditioned to any forthcoming consent.

New Hall

34. The new hall is to replace the existing hall attached to the rear of the main building behind the existing visitor entrance. The hall has been designed to accommodate a badminton court in keeping with Sport England's Design Guidance for Community Sports Halls.

35. The hall will be two storeys in height with a flat roof. It will be constructed in brick work with the lower linkage section to the main school building in render. It will be two storeys in height but lower than the main school building and the two storey extension located to the west of the sports hall. Once again, the windows and doors will be in aluminium. It is recommended that full details of external materials are conditioned to any forthcoming consent.

Single storey Reception Year Classrooms

36. The new Reception Year classrooms are to be located at the south eastern corner of the site. The four classrooms and supporting facilities will be located in two linked buildings that are staggered to break up the overall length of the building. The two buildings measure 30.8m and 26m. They are single storey in height, measuring a 3.85m high.

37. The buildings are to be constructed in timber shingle cladding, with the linkage area in render. Windows and doors are to be in aluminium. The northern side of both buildings will have open sided canopies that face onto the Reception Year playground.

38. Once again it is recommended that full details of external materials are conditioned to any forthcoming consent.

39. The buildings are set away from the boundaries with the rear gardens of the properties on Vista Way by 5.5m increasing to 9.7m. Some of the existing trees are to be removed and a new screening hedge is to be planted along the southern boundary, together with a habitat area. Further details of the impact on the adjoining residential occupiers and landscape proposals are discussed below.

Temporary Decant Classrooms

40. The temporary decant classrooms will be located to the north of the playground, situated within the school site. It is a modular building that has been used elsewhere and transported to this site. It is single storey with a flat roof. Its location within the school site is considered acceptable. This temporary building will be removed once the school building is complete.

Remodelling of existing accommodation on site

41. The dining room and kitchen facilities located in a detached building between the main school building and the new reception block is to be updated to make the space fit for purpose and usable beyond a dining space.

Impact on neighbouring amenity

42. Residential properties are located to the south and east of the site in Vista Way and Falcon Way. The Wealdstone Brook runs along the north of the site and separates the school site from residential properties to the north on Falcon Way and Brookfield Crescent.

Two storey extension and new hall

43. The two storey extension is located around 17.8m away from the boundary with the residential rear gardens of Nos. 196 to 200 Vista Way. A distance of around 45m is maintained between directly facing windows. A distance of over 60m is maintained from the new two storey extension to rear gardens of the properties to the north on Falcon Way and Brookfield Crescent. Whilst SPG17 is a standard used for new residential buildings, it is considered to be a useful guide and it is noted that these distances significantly exceed the minimum requirement of 10m to the boundary with the rear garden and 20m between directly facing windows as set out in SPG17 in relation to the preservation of privacy. It is therefore considered that the privacy of surrounding residential properties will not be adversely affected by the two storey extension.

44. SPG17 also requires new buildings to sit within a line drawn at 30 degree from rear facing habitable room windows of neighbouring properties (measured at a height of 2m above internal floor level) and to sit within a line drawn at 45 degrees from the boundary of the rear garden of neighbouring occupiers (also measured at a height of 2m above ground level). This is required to ensure that the proposal does not appear overbearing or result in a detrimental loss of light. Site Sections have been submitted with the application that show the new school building sitting well below both the 30 and 45 degree lines from the neighbouring residential properties and rear gardens on Vista Way. As such it is considered that the height of the new building will not appear overbearing from the residential properties and rear gardens or result in a detrimental loss of light.

Reception classrooms

45. As discussed above, the reception classrooms are to be set away from the boundaries with the rear gardens of the properties on Vista Way by 5.5m increasing to 9.7m. Whilst this falls short of the 10 m distance set out in SPG17, the primary windows of this block face away from residential boundary. The windows to the classrooms that have been included are set at a low level and the only primary windows that

face this boundary serve the small "group" rooms. Given that the residential rear gardens are higher than the application site and that the windows within the reception building to the rear are generally no higher than the fence line, views will be restricted into neighbouring rear gardens. Furthermore, new screening planting is proposed along the rear boundary to provide additional screening.

46. Site Sections have been submitted with the application that show the new reception building sitting well below both the 30 and 45 degree lines from the neighbouring residential properties and rear gardens on Vista Way. As such it is considered that the height of the new building will not appear overbearing from the residential properties and rear gardens or result in a detrimental loss of light.

Sports hall

47. To ensure that the new sports hall does not adversely impact on neighbouring residential occupiers, officers in Environmental Health have recommended that a condition is secured for the sports hall to be sound proofed.

Community Access

48. London Plan Policy 3.16 requires that, wherever possible, the multiple use of social infrastructure should be encouraged.

49. The school has advised that currently, its current hall is let out for two hours a week (5pm to 7pm) to Brent Music Service on Tuesday evenings in term time. The school field is also let out for two hours a week on Sunday morning to a company for football coaching.

50. The school has advised that the community offer would include the hiring out of the new hall. This would obviously depend on take up but they envisage that the hall would be let out at the weekends and evenings. As a result of better facilities, the school is reviewing its whole lettings strategy. This would explore letting out classrooms and playground/field space as well as the new hall.

51. Further details of the community access arrangements will be set out in a Community Access Plan to be secured as a condition to any forthcoming planning consent. The Community Access Plan should establish the range of facilities which will be made available, at which times and hours, establishing the means by which the facilities can be booked including a contact within the school and ensuring rates of hire comparable to similar local authority facilities. It will include a requirement to provide community access for a minimum of 15 hours per week. These hours are comparable with Alperton Community School which does not have flood lit sport pitches.

Impact on Playing Fields

52. Paragraph 74 of the NPPF has a presumption of protecting playing fields. Development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, is resisted unless it meets one of five exceptions set out by Sport England.

53. The school site has an existing grass playing field to the west of the school site. This will remain in place, but the grassed area to the north will be provided for flood water mitigation. A new pathway and grass embankment will run alongside the new two storey extension on an area that was once grass.

54. Sport England have reviewed the proposal and advised that as the scheme involves a new sports hall with badminton facilities, the proposal meets the requirement of exception E5. This exception reads as follows:

" The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields".

55. Sport England have assessed the existing and proposed playing fields against the above policy to determine whether the proposals meet exception E5. They have confirmed that they do not wish to raise an objection to the application.

Sustainability

56. Achieving sustainable development is essential to climate change mitigation and adaptation. The most recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 Brent Strategic

Climate Change Mitigation and Adaptation Measures and the London Plan policies within Chapter Five London's Response to Climate Change.

Compliance with Brent policies

56. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Development Statement has been submitted predicting the scheme will achieve BREEAM 'Very Good'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings.

58. The Sustainability Officer has reviewed the BREEAM assessment and has advised that the scheme falls 2.8 credits short of achieving 'Excellent'. They advised that there is potential to increase the credits in the water, materials and waste categories, to achieve BREEAM 'Excellent'. The agent has advised that achieving the additional credits at this stage in the design would be difficult to achieve.

59. In light of the above, on balance, whilst the scheme fails to comply with policy CP19, this harm is outweighed by the benefits of providing a school expansion with modern facilities and additional pupil places in the area. Policy 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement.

60. It is recommended that BREEAM 'Very Good' is secured as a condition.

61. Brent's Sustainability Checklist has been completed, that demonstrates that the scheme can achieve a score of 29.3%. This score falls short of the target of 50%. Whilst the scheme falls short of this local target, given that it meets London Plan requirements and achieves BREEAM "Very Good", the short fall is not considered to warrant a reason for refusal. It is recommended that a minimum score of 29.3% for the Sustainability Checklist is secured as a condition to any forthcoming consent.

Compliance with Further Alterations to the London Plan 2015

62. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by Further Alterations to the London Plan 2015 policy 5.2 Minimising carbon dioxide emissions part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

63. In summary, the proposal meets the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations. The Energy Report shows this as a 40% improvement on Part L 2010 Building Regulations, which is comparable to a 35 % reduction from the 2013 regulations, and therefore meets policy requirements.

- Lean measures

64. The building has been designed to have a low energy demand. This includes a number of passive design measures in relation to the orientation and form of the new building to minimise uncontrolled heating and cooling, and optimise daylight use. The active design measures will be utilised to improve energy efficiency of Heating Ventilation and Air Conditioning systems, domestic hot water systems, lighting, appliances and equipment of the school building and reduce the energy use during its lifetime.

65. The lean measures will produce a carbon reduction saving of 38.4%.

- Clean measures

66. District heating or the use of a combined heat and power plant has been discounted for the site due to there being no existing heating and/or cooling networks in proximity to the site, and CHP is not considered suitable for a school building.

- Green measures

67. The scheme is proposes PV panels on the roof of the new school extension. This will achieve an additional carbon reduction saving of 2.7%.

68. It is recommended that a minimum 40% improvement on Part L 2010 Building Regulations carbon is secured as a condition with a requirement that further consideration is given to installing additional PVs on

the roofs of the new two storey extension and existing school building.

Ecology

69. The northern end of the site abuts the Wealdstone Brook. This is designated as a Site Nature Conservation Importance and a wildlife corridor. An ecology assessment has therefore been submitted. This recommends that the following measures are incorporated.

Habitat Loss and Enhancement

70. A biodiversity enhancement plan to be incorporated into the landscape scheme to maximise the ecological value of the site. This should include planting of habitat that is of value to wildlife, nesting/roosting habitat for birds and bats, and planting of new trees of an appropriate species to compensate for the loss of trees within the site to facilitate development.

Trees

71. Protection of existing trees to be retained on site in accordance with BS 5837: 2012. See further comments below on trees.

Foraging Bats

72. Although the site does not provide suitable roosting opportunities for bats, it does provide suitable foraging and commuting habitats for bats. It is therefore recommended that any lighting is directed away from the boundary features to maintain 'dark' areas/corridors suitable for use by foraging and commuting bats.

Nesting birds

73. The site is suitable to support a range of common bird species. It is therefore recommended that vegetation clearance should be undertaken outside of the nesting bird season.

Terrestrial Mammals including Badger and Hedgehog

74. As the site provides suitable foraging habitat for badgers and hedgehogs, it is recommended that any excavations that need to be left overnight should be covered or fitted with mammal ramps to ensure that any animals that enter can safely escape.

75. It is recommended that the above recommendations are conditioned to any forthcoming consent.

Trees and Landscaping

76. The application proposes the loss of 17 trees within the school site. These are category B and C trees located within the car park area and where the new Reception Year classroom block and play ground is proposed. The Council's Tree Officer has confirmed that they do not object to the scheme, the loss of 17 trees is to be mitigated with the planting of 19 x 14-16cm native trees. They have advised that they are slightly concerned with regards to the treatment around a group of three Horse chestnuts T no's 31-33 in particular T31 which appears already to be in decline. However, this can be dealt with in conditions requiring replacement tree or trees to be replaced if damaged or killed as a result of construction activities.

77. The Tree Officer has confirmed that he is satisfied with the draft tree protection plan and would want to carry out a site visit following access facilitation pruning in order to check that all protection measures including fencing and ground protection were in place prior to commencement of any further works. It is recommended that the tree protection works are conditioned to any forthcoming consent.

78. Existing landscaping and trees will be retained along the site boundaries. New amenity grassland, shrubs and groundcover plants, and habitat learning area is proposed.

79. The playgrounds for the various age groups are to be separated within the site. The playground for the Reception Year classrooms is to be located to the north of the Reception classrooms. The nursery will have an enhanced hard and soft play ground area. The playground for Years 1 to 6 will be located in the existing hardstanding to the north of the main school buildings.

80. New boundary treatments are proposed within the site including 1.8m high weldmesh and vertical bar

railings along the new north eastern access and within the site to provide a boundary to the Reception Year Classrooms and play ground. New picket fencing at 1.1m high is also proposed around the nursery area and along the pathway to separate it from the playing field.

81. It is recommended that full details of hard and soft landscaping and boundary treatments are conditioned to any forthcoming consent. This should include natives species to take on board the recommendations set out in the ecology report.

External Lighting

82. The playing pitch within the school is not going to be flood lit. There will be general lighting within the school grounds attached to the buildings and within the site. It is recommended that a condition is secured requiring details of existing and proposed lighting, together with light spillage diagrams to direct light away from the site boundaries. This should also include details of any automatic timers or sensors.

Flood Risk

83. As the site lies partly within Flood Zones 2 and 3, a Flood Risk Assessment has been carried out. This has included the sequential approach as the flood risk classification varies on site. More vulnerable parts of the development (the school buildings) are located outside the highest risk Flood Zone (3), where only landscaped areas will be provided. All buildings will be constructed within the lowest risk Flood Zones (1 and 2) where the risk is "low" and "Medium" respectively.

84. Consideration has been given to risk of flooding in the 1000 years flood event. In light of this consideration, it is recommended that the minimum Finished Floor Level (FFL) is 37.67 AOD for the reception block and 37.77m AOD for the sports block and two storey extension. This is to ensure that the development is not at risk of flooding in the 1000 years flood event.

85. A flood compensation scheme is proposed on a level for level, volume for volume basis to ensure the proposed development does not increase the risk of flooding elsewhere by displacing of flood water. This volume of water will be compensated to the west of the site. The proposed flood mitigation scheme is above a Thames Water Public Sewer, involving the removal of material above the sewer. The agent has confirmed that to their knowledge there are no manholes in the vicinity of the ground level being reduced. This has been confirmed from a Thames Water Asset search and reviewing the topographical survey. In light of this, the Local Lead Flood Authority has confirmed that if there are no manhole in the vicinity of ground level being reduced, then there should be no risk of flooding.

Consideration of run -off

86. The proposal will result in an increase in impermeable areas due to the new building footprints and external hard landscaping (approx. 0.64 hectares). In accordance with Environment Agency guidelines, Building Regulations and Water Authorities advice, the preferred means of surface water drainage for any new development is into a suitable soakaway or infiltration drainage system. The use of Sustainable Drainage Systems (SUDS) have not been considered for this scheme as the ground investigation report confirms that the ground strata are not suitable for infiltration techniques.

87. The London Plan requires new developments to aim to reduce run-off to Greenfield rates. The existing buildings and external areas which drain to the river via an existing outfall will be maintained, and the new development area will be attenuated. The Greenfield run-off rate from the proposed buildings and hard standing areas has been calculated. This requires a volume of 360 cubic metres to be attenuated to 11.22 l/sec for the 1 in 100 year plus 30% (climate change) storm event.

88. In accordance with the joint Defra and EA R&D Technical Report (preliminary Runoff Management for Development) the minimum limiting discharge for attenuation systems is 5 l/sec, as low flow rates require small diameter flow control devices which are at risk of blockage. Therefore, if two attenuation tanks are used, the minimum floor rate for the limiting discharge will be 5 l/sec. The scheme proposes two attenuation tanks, one around the new sports hall and one to the north of the Reception Year Classrooms.

89. The Local Lead Flood Authority has confirmed that as the proposal is providing storage tanks and reducing the discharge and it will be limited to 5 lit/sec, this will definitely reduce the flood risks to adjacent properties and will improve the situation downstream.

90. The Environment Agency have also reviewed the Flood Risk Assessment and confirmed that they can

support the scheme, subject to a condition being secured requiring the scheme to be carried out in accordance with the submitted Flood Risk Assessment.

Connections to existing foul water drains

91. it is common practice for the detailed discussions with Thames Water to commence once planning permission has been granted as separate permission is required for new connections to the surface water and foul sewer networks. As such, the proposed scheme will only be constructed once Thames Water is comfortable that there is sufficient capacity within the networks to accommodate the proposed scheme. It is recommended that such details are conditioned to any forthcoming consent.

Highways

Site Context

92. The site has very low access to Public Transport services, PTAL 0, with access to no bus routes or train stations within walking distance.

93. The site is located at the northern end of Vista Way and this stretch of road (approx. 40m) only serves the school. The carriageway is approx. 6m wide and has parking restrictions for 'school keep clear' on one side and no restrictions on the other side. The restrictions are from 08:15 - 09:15 and 14:30-16:30. There is a mini roundabout at the end road serving the junction, Regal Way and Vista Way.

94. The vehicular entrance to the school is from Vista Way, via a gate. This access also has a separate pedestrian gated access to the school. In addition, there are pedestrian accesses from Shaftesbury Avenue, Falcon Way and Brookfield Crescent via a public footpath, with all of the accesses open during the school's drop off and pick up times. This end of Shaftesbury Avenue is a dead end road that also serves a synagogue, tennis courts in Woodcock Park and a youth club. Along this stretch of Shaftesbury Avenue are 'school keep clear' markings in the vicinity of the entrance. There are no parking restrictions along the rest of Shaftesbury Avenue. There are also 'school keep clear' markings in the vicinity of the entrance from Falcon Way.

Officer site visits to view the school in operation

95. Your officers in Transportation carried out site visits on 18th January 2016 between 08:20-09:00 and one afternoon site visit between 14:50 -16:00.

96. The school entrances, via Vista Way and Shaftesbury Avenue, are no through roads and therefore traffic in this area is low. There are no residential dwellings fronting this section of Shaftesbury Avenue which has a park, tennis courts, Synagogue and the school's fields. The street is over 7m wide and therefore can accommodate parking on both sides of the road and therefore overspill of parking onto Shaftesbury Avenue is not likely to inconvenience residents.

97. There are several different entrances to the school and it was noted that the traffic was dispersed around them and this eased traffic congestion at any one point. The majority of the parents did appear to be using Shaftesbury Avenue and Falcon Way for drop offs and pick ups. Shaftesbury Avenue is wide enough to accommodate two vehicles passing one another and it does have keep clear markings (although faded) at the end of the road which allows vehicles to turn around. The majority of the vehicles were using the turning circle and this reduced any dangerous manoeuvres along this section of Shaftesbury Avenue. However, parents did also park on the 'school keep clear' markings, the disabled bays and they did block the emergency exit route into the school. None of the parents were observed to park and stride on Shaftesbury Avenue whereas on Falcon Way, many parents were observed walking to the school to collect their children. Those that did drive, did park on Falcon Way and no vehicles were observed blocking driveways. Two vehicles did park on the 'school keep clear' markings and the double yellow lines on Falcon Way and this did cause some traffic congestion travelling southbound. There was no teacher activity on the highway whereby they might encourage parents to park on 'school keep clear' markings and therefore it is not clear how they monitor bad parking behaviour.

98. Parents were also observed parking on Brookfield Crescent. The street is narrow and therefore parents were also parked on the footway as well as on the turning circle which meant vehicles had to reverse onto the footway in order to turnaround. This is to the detriment of pedestrian safety.

99. One parent was observed using the main entrance and then reversing out onto Regal Way which is unsafe and not acceptable. However, this was considered the act of one person only and not the majority of

the school's parents and the main entrance does not appear to be used by the parents for drop off and pick up.

100. A further assessment of the impact of car pick up and drop off to the school and suggested mitigation measures as part of the expansion are discussed in more detail below.

Car parking

101. Parking standard PS12 of the UDP-2004 will allow 1 car parking space to be provided per 5 staff, with visitor parking to be provided at 20% of the staff parking, but a minimum provision of a single car space. A maximum of 1 car space per 5 staff is applicable. The school currently has 50 full time equivalent staff (i.e. staff on site at any one time), and that there were a total of 73 staff employed in total; consisting 26 full time employees, 45 part time employees and 2 contracted services. Therefore a maximum of 12 car spaces is permitted for this site. The site has a car parking to the front and eastern corner of the site. The front car park can accommodate approx. 7 spaces and the car park to the eastern corner can accommodate 3 spaces, which is within the maximum allowance.

102. The Transport Assessment sets out that the expansion will require an increase of 36 FTE staff (or a total of 52 new employees) to cater for the expanded pupil admissions. The total staff numbers is equivalent to 86 full time staff and therefore a maximum of 20.6 spaces is permitted for this site, which is a significant increase in standards. The car park will be reconfigured, increasing the level of parking from the 10 existing spaces to accommodate 21 parking spaces and 2 disabled parking spaces. This broadly complies with the parking standards.

103. There is also a disabled bay on street on Shaftesbury Avenue which was requested by the school. With off street disabled bays now provided officers in Transportation have requested that the on street disabled bay is removed as it is no longer required.

Alterations to pedestrian accesses

104. The existing pedestrian accesses from Vista Way and Shaftesbury Avenue will be retained. The access via the footpath from Falcon Way and Brookfield Crescent will be relocated to the east closer to Falcon Way. This will promote the use of Falcon Way for access to the school rather than Brookfield Crescent, which is a narrow cul-de-sac. All the accesses are open during the school's drop off and pick up times.

Cycle parking

105. The scheme proposed 108 cycle spaces, which more than satisfies standard PS16. It is recommended that full details of cycle and scooter facilities are secured by condition. This should include separate cycle parking and pupils and staff, both in a secure and sheltered facility.

Transport Assessment

106. The application is accompanied by a Transport Assessment. The Transport Assessment refers to two accidents in the area which included children and only one is in the vicinity of the school (Regal Way junction with Vista Way). This accident did involve a pupil at the school and the child crossed between parked cars and was hit by an approaching car on the road. The other accident occurred on Shaftesbury Avenue junction with Kenton Road which is 500m from the site and therefore not applicable. Brent's accident statistics confirms the same.

107. Table 5.2 of the Transport Assessment shows hands up mode share data. The table shows that in the summer months (June 2015) more pupils travelled to school by walking and cycling than in the winter (November 2015) where 37.4% of the pupils travelled by car. The statistics does still show a high number of pupils walking to school, regardless of the weather with 45.9% in the summer and 46% in the winter. This was also observed on site by your officers in Transportation, with many parents walking to collect their children in the afternoon, despite it being a cold winter's day. The staff survey also reflects the same with more staff walking and cycling in the summer months and 53.4% driving to work in the winter.

108. A parking beat survey has been carried out, based on a 5m long parking bay. The results are set out in the Transport Assessment. The survey was carried out between 07:30 - 09:30 and 14:30 - 18:00 on Tuesday 29th September and Thursday 22nd October 2015. The results concluded that there are over 400 on street parking spaces on the surrounding residential roads and this is because the results included streets such as Palace Court, Regent Close, Brookside Close, which were over 300m away from the school.

109. The survey of the Southern area (which included Regal Way, Shaftesbury Avenue, Palace Court, Regent Close, Vista Way and Westward Way) had an average capacity of 123 spaces in the morning and 119 spaces in the afternoon. The northern study area which includes streets such as Falcon Way, Brookfield Crescent, Brookside Close, Cranleigh Gardens, Gooseacre Lane, Hillview Avenue, Lidding Road and Lindsay Drive has an average capacity of 89 spaces available in the morning and an average of 71 spaces available in the afternoon.

110. During the site visit carried out by officers in Transportation, parents were not observed parking on streets such as Palace Court, Regents Close or Westward Way, which are over 250m - 500m walking distance from the school. In addition to this, the whole length of Shaftesbury Avenue has been included in the parking survey which is also over 300m - 600m walking distance. It is unlikely that parents will park at this distance, with only 9% of pupils who currently park and stride. Nevertheless, these streets can still accommodate on street parking, apart from Regent Close which is a narrow street and therefore heavily parked with aerial photography showing 3 vehicles parked on the footway. In addition to this the parking survey does show over 100% capacity for this street, particularly during the afternoon.

111. During the site visit carried out by officers in Transportation, no parents were observed parking on Gooseacre Lane either which is an approx. 300m distance from Shaftesbury Avenue entrance and 1-2 parents were observed parking on Lidding Road.

112. The School has advised that the existing split of pupils arriving at the Shaftesbury Avenue and Falcon Way entrances is around 50/50% split, and it is anticipated that a similar split will be maintained with the expansion. The base data traffic flow distributions does show a total 276 vehicles travelling westbound on Falcon Way from Lindsay Drive and Imperial Way in the morning peak and 93 in the afternoon peak compared to 72 travelling to Shaftesbury Avenue in the morning and 55 in the afternoon. The high levels of traffic in the morning peak on Falcon Way can be attributed to residential traffic as well the adjoining school, Claremont. Nevertheless, the relocation of the entrance on Falcon Way will ease pedestrian access and therefore it is anticipated that both Falcon Way and Shaftesbury Avenue will be used evenly for pick ups and drop offs.

113. The main entrance used by most parents is on Shaftesbury Avenue and the parking survey found an on street capacity of 54% in the morning and 47% in the afternoon. This has confirmed what was observed on site by your officers in Transportation whereby parking on Shaftesbury Avenue was low with 13 vehicles parked adjacent to the school in the morning by 8am and 19 parked in the afternoon by 3pm. Majority of those parked were parents who had arrived.

114. The results for Falcon Way and Cranleigh Avenue were combined as one long road and found 39% spare capacity in the morning and 27% in the afternoon. The lack of capacity on Falcon Way and Cranleigh Avenue is due to residential parking as well as parking from the nearby Claremont Secondary School.

115. Table 7.1 of the Transport Assessment anticipates an additional 178 pupil car trips; out of which 5 are car share and 36 are park and stride and 47 staff trips; out of which one will park and stride. This is an increased stress on demand for on street parking and traffic movement. A breakdown of the parking survey found an average capacity of 70 on street spaces during the peak AM and PM on Shaftesbury Avenue and a capacity of 37 in the AM and 28 in the PM on Falcon Way. Vista Way and Regal Way had a high parking occupancy of 60%-80% in the morning and afternoon however, these streets do have capacity to accommodate on street parking and alleviate on street parking concerns. In addition to this, vehicle movement will be staggered between the morning and afternoon peak due to the breakfast club and after school activities which are currently in place and will be continued after the expansion. The staggered drop off/pick ups will reduce the number of vehicles in the vicinity at any one time. 46% of pupils are also currently walking to school and this proposal intends 43% of pupils still anticipated to walk to school. A Travel Plan would encourage use of sustainable travel modes over car usage and a motivated target for vehicle reduction should be set by the school.

116. The school day commences at 08:50 and finishes at 15:10 for Key Stage 1, and 15:20 for Key Stage 2. The staggered nature of the finishing times for the Infants and Juniors helps spread the demand generated by pedestrians and vehicles in the vicinity of the School. The Nursery runs in two sessions, the morning session runs from 08:30 – 11:30 and the afternoon from 12:30 – 15:30.

117. The school also provides breakfast and after school clubs, which also provide staggered drop off and pick up times. The breakfast club operates from 7.45am and is currently typically attended by up to 10 pupils. The after school activities run with one or two sessions per day with between 20 to 30 pupils per session.

These operate until 16.30 and the after school club operates until 18.00. below:

118. The school has advised that Vista Way is currently used for access to breakfast club. The other gates on Shaftesbury Avenue and Falcon Way are opened later at 08.30. Likewise, access to the after school club is via Vista Way. The school has advised that there is potential in the future to use alternative accesses for the breakfast and after school clubs. Officers in Transportation have recommended that this is assessed every year as part of the Travel Plan measures to make sure traffic on Regal Way and Vista Way is monitored and a second access is opened if the number of pupils start to increase.

119. The extent of the expansion of these clubs post-expansion has yet to be finalised by Uxendon School, however it is anticipated that expansion will occur based on demand and be similar in proportion to existing thus in the region of 20 pupils attending the breakfast club and between 40-60 pupils attending after school clubs. It is anticipated that the times of the clubs would be similar to the existing schedule .

120. Brookfield Crescent parking survey data does show 129% occupancy in the peak afternoon and this was also observed on site with many parents parked on the footway or on the turning circle when collecting their children. As the street is narrow with lack of space to manoeuvre, it is not acceptable for parents to park to the detriment of pedestrian safety. Transportation do request double yellow lines to be implemented at the turning circle to ensure vehicles can turn around safely without mounting the footway and the Travel Plan should discourage parents from parking on this street on the footway.

121. During pre consultation stages, your officers in Transportation had requested an assessment of capacity at several junctions; Shaftesbury Avenue/Regal Way, Lindsay Drive/Imperial Way/Falcon Way, Donnington Road/Woodcock Hill and Shaftesbury Avenue/Woodcock Hill.

122. The data shows that only one junction, Preston Hill/Preston Road/Woodcock Hill/Shaftesbury Avenue, is currently operating beyond capacity and there will be a small increase in RFC values which will mean the junction will continue to operate beyond capacity. The rest of the junctions currently operate within capacity and there will small increase in the RFC value, although these values are still low and will result in a maximum 1-3 vehicle queue.

123. Future traffic flows have been distributed, with 60% travelling to and from Shaftesbury Avenue, 10% on Regal Way and 10% travelling westbound on Falcon Way. The TA suggests that the development will give rise to increases in traffic flows on Shaftesbury Avenue and Falcon Way in the morning and evening peak hours however, these flows do not represent a significant enough increase to warrant further junction analysis beyond the area of the study. The impact on all four junctions is forecast to be negligible.

Refuse and Servicing

124. The school intends to carry out refuse collection and servicing/deliveries from the main entrance Vista Way. A swept path analysis has been provided for a refuse vehicle. This shows that it will enter the site via the main entrance on Vista Way and use the site premises to turn around allowing it to leave in forward gear. Aerial photography 2008 does show double yellow lines around the junction of the roundabout and double yellow lines approx. 8m from the main entrance on Vista Way. Aerial photography now shows that the line marking has faded and during officer site visit vehicles were parked close to the main entrance. Your officers in Transportation have therefore requested that the line marking is reinstated to allow refuse vehicles to manoeuvre in and out of the site.

125. The site does not currently have any on site facilities for coaches. Coaches therefore typically park at the end of the cul de sac on Shaftesbury Avenue. The school has advised that the coaches used at the school are for school trips only and they are not used on a regular basis. The school have confirmed that the school used coaches for two trips in February, they have four trips booked for March. On average they usually have two coaches per trip. The school also have their own mini bus which is parked on site and used for smaller trips. The school also has a policy to encourage school trips by public transport as this also has cost benefits.

126. Officers in Transportation have advised that as coaches for a primary school are only used a few times a year, the provision of turning facilities is not necessary as this can be accommodated within the existing street.

127. It is recommended that a management plan is provided to demonstrate how the coach access will be managed, together with management of delivery and refuse vehicles to the site.

Travel Plan

128. The school does interact with the Council's School Road Safety Team who do encourage WoW (Walk on Wednesday), Road Safety visitors, cycle training and many other schemes. The TfL STARS format travel plan was submitted to our School Road Safety team, which was accredited a Gold standard. However, as a significant school expansion is proposed, a revised travel plan should be submitted, for Local Planning Authority approval, to show proposed measures and targets for the expansion and a Travel Plan, of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme (or any replacement thereof). It is recommended that the revised Travel Plan is secured by a planning condition. The travel plan should encourage parents dropping off and collecting from Falcon Way to use sustainable modes and those that drive should ideally drop off and collect from Shaftesbury Avenue, in order to not nuisance residents and reduce congestion on Falcon Way, particularly due to the nearby school.

Construction Plan

129. As discussed above, the works are proposed to be carried out in two phases. Phase 1 will comprise providing temporary accommodation for two Year 1 classrooms and playground accessible toilets, together with the construction of the single storey block providing the four Reception Year classrooms and support spaces.

130. Once Phase 1 is complete, Phase 2 will commence and will involve demolition the outdated classroom accommodation, WCs/staff room and existing school hall together with the construction of the two storey teaching block, new hall, remodelling of existing spaces including the kitchen/dining hall and new external works.

131. The temporary classrooms that form part of this application together with those already provided on site will be removed on completion of phase 2 works.

132. Construction access will be provided from Shaftesbury Avenue. The school access during this time will be from Vista Way and the public footpath via Falcon Way/Brookfield Crescent.

133. It is recommended that a construction management plan is conditioned to any forthcoming consent, to cover the demolition and construction phases of the development and arrangements for children in the interim. The statement should cover how works vehicles will access the site and where they will park in order to ensure that traffic movement and parking demand does not exacerbate traffic conditions on the road, particularly during school peak drop off and pick up times. Wheel washing facilities will need to be provided on-site and suitable off-street un/loading areas will be required for vehicles carrying materials to the site and waste from the site, along with on-site storage areas.

134. Any temporary traffic management required for unloading of cranes/plant, that require partial or full road or footpath closures should contact Transportation to arrange this.

Highway Improvements

135. To support the expansion of the school, your officers in Transportation have recommended that the following highway improvement works are secured by condition to any forthcoming consent:

- Re-lining of the 'school keep clear' marking on Shaftesbury Avenue, Vista Way and Falcon Way
- New 'school keep clear' sign plates to be provided on Shaftesbury Avenue
- Disabled bay on Shaftesbury Avenue is no longer required by the school due to the two new off street disabled bays and therefore the on street bay should be removed in order to maximum on street capacity.
- Double yellow lines at the end of Brookfield Crescent should be implemented to maintain a turning circle
- Double yellow lines at the end of Shaftesbury Avenue should be implemented to maintain a turning circle
- Widening of the Public Right of Way from Brookfield Crescent up to the Bridge to provide a better pedestrian flow.
- Provision of double yellow lines at the junction of Vista Way, Regal Way in the vicinity of the roundabout and by the main entrance on Vista Way.

Summary of highway considerations

136. It is considered that the multiple entrance/exits currently help disperse traffic around the vicinity of the school rather than creating congestion at any one point.

137. Whilst the expansion will result in additional traffic movement to and from the school, the multiple access/exits will be maintained. The main access used appears to be Shaftesbury Avenue and due to wide width of the road and no residential dwellings along the section of Shaftesbury Avenue adjacent to the school, it allows vehicles to park in the area without inconveniencing residents and also has low parking occupancy. The school currently runs a breakfast club and after school, and this helps stagger drop offs and pick ups and this will continued as part of the expansion.

138. The new pedestrian access from Falcon Way will encourage more parents to use Falcon Way rather than Brookfield Crescent. However, as Falcon Way has a relatively high parking occupancy, the school is required to discourage parking on streets such as Falcon Way and Brookfield Crescent. Such measures will be actively set out within the Travel Plan.

Consultation

Pre-application consultation event

139. Prior to the planning application being submitted, public consultation was carried out on the proposed expansion of Uxendon Manor Primary School. A public meeting was held on 6 May 2015 at the school starting at 7pm. The closing date for responses to this consultation ended on 25 May 2015.

140. At the consultation event ,representatives of the school and Local Authority were presented. There were approximately 29 attendees to the consultation event made up of local councillors, residents and parents. This event raised issues with the consultation process, education/demand for places, community hall/construction, traffic/noise/congestion/parking.

141. In terms of written responses to the above consultation there were a total of 35 responses. 15 agreed with the expansion, 13 disagreed and 7 were undecided. The objections that were received raised similar issues to that set out about, together with additional comments regarding the quality of the education experience for children as a result of the expansion and during construction works, and flooding issues with the site.

142. A statutory notice was also published on 11 June 2015 for the expansion of the school with a timescale to submit comment by 9 July 2015. Three comments were received in response to the statutory notice. This included one support comment from a parent and two objections from local residents. Once again the objections raised similar issues to those set out above, together with reference to the planning applications submitted in 2015.

Consultation on planning application

143. Details of the consultation responses is set out above. A response to each of the objections raised is set out below:

Point of objection	Response
Serious problems in the local area with flooding and road drainage. Local sewer system is working at capacity. School playing fields have flooded recently.	Flooding and drainage issues have been discussed within paragraphs 83 to 91 above.
As the school is not served by public transport, vehicular trips to the site will increase as a result of the expansion. Transport Impact Study is required to understand the implications.	A Transport Assessment was submitted with the application and reviewed by officers in Transportation. Details of which are discussed in paragraphs 102 to 123 above.
Unclear on where the additional pupils will come from. This will result in overspill parking onto surrounding neighbouring roads including narrow roads such as Lidding Road.	The impact on the surrounding road network has been discussed within paragraphs 102 to 123 above.
Increased staff will lead to more on street car parking.	The impact on the surrounding road network has been discussed within paragraphs 102 to 123 above.

Parents of the school drive irresponsibility - i.e. damaging parked cars, blocking driveways and parking on double yellow lines. More active enforcement is required.	Highway mitigations measures to support the expansion are set out in paragraph 135 above.
Increased risk of accidents as a result of more congestion on the roads	Considerations of accidents is set out in paragraph 106+ above. Highway mitigations measures are set out in paragraph 135 above.
Dead end section of Shaftesbury Avenue congested which does not allow larger vehicles such as coaches to turn around. They end up reversing down the street.	Consideration of coach parking and larger vehicles to the site is set out in paragraphs 124 to 127 above.
Cycle through Woodcock Park is against the byelaws.	Your officers can confirm that current byelaws (1977) does not allow cycling in parks except Gladstone Park for 1 hour in the morning. It is unclear why this has been reference as your officers can not find any reference to cycling through the park within any of the documents submitted with the planning application.
Congestion on the roads outside of main school hours when the synagogue and youth club are in use.	Details of community access are set out in paragraphs 50 and 51 above. It is unlikely that the majority of community events will result in a large number of people. However, it is recommended that the school Travel Plan incorporates a section of community users to the school as well to encourage more sustainable modes of transport and car sharing.
Opening sports hall outside of school hours will lead to disturbance for local residents.	<p>Consideration of the sports hall upon neighbouring amenity is discussed within paragraph 47 above.</p> <p>It is recommended that a condition is secured regarding the hours of use for community access. These hours are comparable to the French School at the former Brent Town Hall.</p> <p>The playing field will not contain floodlighting, which will limit its use to daylight hours.</p>
Removal of trees and hedging could adversely impact on bats.	Considerations of the proposal upon bats has been set out in the ecology section above. Refer to paragraphs 70 and 72 above.
Use of Monkshoold Aconitum is not appropriate for a school as it is poisonous.	The landscape material schedule, BREEAM and ecological documents submitted for the application does not make any reference to Monkshoold Aconitum. The agent has advised that although the majority of ornamental plans contain some toxicity, the final planting plan will not contain 'poisonous' plants, and will be suitable for a school environment. Full details of soft landscaping will be conditioned to any forthcoming consent and reviewed by officers within the landscape team.
New reception block too close to residential rear gardens.	The impact of the reception block upon neighbouring amenity is discussed within paragraphs 45 and 46 above.

Construction traffic will damage the grass verges.	Consideration of construction works is set out in paragraphs 129 to 134 above.
Increased pupils will put greater strain on the play equipment in Woodcock Park.	Woodcock Park is a public space. The quality of play equipment is reviewed by the Council.
Loss of privacy to neighbouring properties and residential gardens.	The impact of the reception block upon neighbouring amenity is discussed within paragraphs 45 and 46 above.
Buses in the AM and PM peak are overcrowded at present.	The number of pupils and staff using buses is low. Only 19 pupils (3.3%) and 3 staff (5.2%) travel to school by bus. The Transport Assessment indicates that with the expansion there will be an increase in 13 pupils and 1 staff member travelling by bus. This is a small increase on the bus network and is not considered to warrant justification for bus contributions.
Case has not been made to justify the need for the school expansion.	The need for the school expansion has been discussed within paragraphs 7 to 26 above

Conclusion

144. It is considered the school expansion would provide significant benefits for the pupils of Uxendon Manor Primary School and for other Brent pupils with the increase in numbers, supporting the Council's wider objectives of increasing school places throughout the Borough. It will also provide community access to the benefit of Brent residents.

145. The school buildings have been designed and laid out to minimise potential impact by complying with the Council's guidance relating to new development.

146. The application is accompanied by a Flood Risk Assessment which the Environment Agency and the Lead Local Flood Authority consider to be acceptable.

147. As discussed above, one of the key considerations is the impact of the school expansion upon the wider highway network. It is considered that the multiple entrance/exits currently help disperse traffic around the vicinity of the school rather than creating congestion at any one point.

148. Whilst the expansion will result in additional traffic movement to and from the school, the multiple access/exits will be maintained. The main access used appears to be Shaftesbury Avenue and due to wide width of the road and no residential dwellings along the section of Shaftesbury Avenue adjacent to the school, it allows vehicles to park in the area without inconveniencing residents and also has low parking occupancy. The school currently runs a breakfast club and after school, and this helps stagger drop offs and pick ups and this will continued as part of the expansion.

149. The new pedestrian access from Falcon Way will encourage more parents to use Falcon Way rather than Brookfield Crescent. However, as Falcon Way has a relatively high parking occupancy, the school is required to discourage parking on streets such as Falcon Way and Brookfield Crescent. Such measures will be actively set out within the Travel Plan.

150. Accordingly, it is recommended that planning permission be granted, subject to conditions.



Brent

DECISION NOTICE – APPROVAL

Application No: 15/5240

To: Ms Read
Curl La Tourelle Architects
80 Lambale Street
London
Greater London
NW5 4AB

I refer to your application dated 02/12/2015 proposing the following:
Expansion of current 2FE to 4FE primary school with associated landscape works and including:

1. Demolition of two classroom blocks, sports hall, toilet wing and staff room.
2. Construction of new 2 storey block providing 16 classrooms and associated spaces linking to existing building, new single storey providing 4 classrooms and associated spaces in SE corner of the site and a new larger sports hall.
3. Internal alterations and remodelling to main school building providing enlarged reception and main entrance, converting existing reception classrooms into new music/dance studio space and upgrading and remodelling of the existing kitchen and dining hall.
4. New incoming electrical connection
5. Provision of temporary classrooms and toilets for the duration of the works, including creation of services connections

and accompanied by plans or documents listed here:

Refer to Condition 2

at Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-
National Planning Policy Framework
London Plan
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

941A PL 100 - Existing Site Plan
941A PL 101 - Site Location Plan
941A PL 110 - Proposed Site Plan
941A PL 111 - Proposed Site Plan - Contract 1

941A PL 200 - Proposed Ground Floor Plan Overview
941A PL 201 - Proposed First Floor Plan Overview
941A PL 205 - Proposed Ground Floor Plan KS1 and KS2
941A PL 206 - Proposed Ground Floor Plan Reception
941A PL 207 - Proposed First Floor Plan KS1 and KS2
941A PL 208 - Proposed Roof Plan KS1 and KS2
941A PL 208 - Proposed Roof Plan Reception

941A PL 214 - Existing Basement Plan
941A PL 215 - Existing Ground Floor Plan
941A PL 216 - Existing First Floor Plan

941A PL 250 - Temporaries Floor Plan
941A PL 250 - Temporaries Roof Plan

941A PL 401 - Proposed Elevations KS1 and KS2 block
941A PL 402 - Proposed Elevations Reception block
941A PL 404 - Proposed Hall Elevations
941A PL 405 - SPG17 Scale and Privacy Relationships KS1 and KS2 Classroom Block
941A PL 420 - Existing Elevations
941A PL 421 - Existing Elevations Dining Hall

941A PL 452 - Proposed Elevations Temporaries

941A PL 500 - Proposed Sections Main Block a and b
941A PL 501 - Proposed Sections Main Block c and d
941A PL 502 - Proposed Sections Reception block
941A PL 504 - Proposed Hall Sections
941A PL 505 - SPG17 privacy and scale relationships

467-PL-001 Rev C - Landscape Masterplan
467_PL_011 Rev C - Landscape General Arrangement - West
467_PL_012 Rev C - Landscape General Arrangement - East

467_PL_051 Rev A - Landscape Sections
467_PL_701 Rev B - Landscape Materials Schedule and Outline Specification

941A PL 121 Rev B - Phase 1 Plan
941A PL 122 Rev C - Phase 2 Plan
941A PL 123 Rev B - Phase 3 Plan
941A PL 124 Rev B - Phase 4 Plan
941A PL 125 Rev B - Phase 5 Plan

Supporting Documents

Design and Access Statement

Acoustic Design Report prepared by Bickerdike, Allen and Partners
Pre- Construction Information Pack prepared by Calford Seaden
(KC150061/A8_25_04/0004/EC/G40) dated 30 October 2015
Revised Energy Statement prepared by Ramboll dated November 2015
BREEAM 2011 (Interim) Design Stage Assessment Tracker prepared by Price & Myers
(22159.002) dated December 2015
Contract 1 - MEP Design Stage Report (RIBA Former Stage D) prepared by Ramboll dated
October 2015
Contract 2 - MEP Design Stage Report (RIBA Former Stage D) prepared by Ramboll dated
October 2015
23995-601 Ver 3 - Drainage Layout Contract 1 Ground Floor Plan
23995-602 Ver 3 - Drainage Layout Contract 1 Ground Floor Plan
23995-603 Ver 3 - Drainage Layout Enabling Works Contract 1 Ground Floor Plan
23995-603 Ver 2 - Flood Mitigation Scheme Contract 2
941A PL 800 - Schedule of Accommodation Sheet 1 of 2
941A PL 801 - Schedule of Accommodation Sheet 2 of 2
Pre-Development Arboricultural Survey prepared by Middlemarch Environmental Ltd
(RT-MME-120176-02-02) dated August 2015
Arboricultural Impact Assessment prepared by Middlemarch Environmental Ltd
(RT-MME-114898-01) dated November 2015
Extended Phase 1 Habitat Survey prepared by Middlemarch Environmental Ltd
(RT-MME-114393A-01 Rev A) (Revised June 2015)
BREEAM 2011 Ecological Assessment prepared by Middlemarch Environmental Ltd
(RT-MME-120176-02-01) dated August 2015
Flood Risk Assessment prepared by Price & Myers dated November 2015
Planning Statement
Sustainability Checklist
Structural Engineer's Report Stage D prepared by Price & Myers, dated December 2015
Transport Assessment prepared by Robert West (3037/007/R01) dated November 2015
31853-E-UXN-960 Rev T02 - External Lighting Layout - Contract 2
31853-E-UXN-960 Rev T03 - External Lighting Layout - Contract 1

Reason: For the avoidance of doubt and in the interests of proper planning.

- 3 No music, public address system or any other amplified sound system shall be installed or used externally on the site without the prior written approval of the Local Planning Authority. Details of any proposed system(s) shall be submitted to and approved in writing by the Local Planning Authority prior to installation and thereafter only installed and operated in accordance with the details so approved.

Reason: To safeguard the amenities of the adjoining occupiers.

- 4 Vegetation clearance shall be undertaken outside of the nesting bird season (generally extends between March and September inclusive). If this is not possible then any vegetation that is to be removed or disturbed shall be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them is required to be delayed until the young have fledged and the nest has been abandoned naturally.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 (as amended).

- 5 Activities within Uxendon Manor Primary School for use by community users hereby approved shall only take place between the hours of 0630 and 2300 Mondays to Sundays, with the premises cleared within 30 minutes of this time, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of surrounding residential properties.

- 6 The development shall not be occupied until the car-parking, cycle parking and turning areas shown on the approved plans have been constructed, surfaced and marked out to the satisfaction of the Local Planning Authority, unless otherwise agreed in writing by the Local Planning Authority. The car-parking, cycle parking and turning areas so provided shall be maintained as ancillary to the development and shall be used for no other purpose at any time.

Reason: In the interests of highway safety.

- 7 The existing and proposed temporary classrooms as shown on the proposed site layout plan shall be removed within one month following first occupation of the two storey extension hereby approved, or alternative timescales to be agreed in writing by the Local Planning Authority. The areas where the temporary classrooms stood, shall thereafter be implemented in accordance with the details set out in the approved landscape works.

Reason: The buildings are temporary in nature only and would be contrary to design policies and therefore could not be supported on a permanent basis.

- 8 The tree protection measures as set out in the approved Arboricultural Impact Assessment and shown on the Phasing Plans Nos. 1 to 5 shall be adhered to throughout all stages of the construction works. Prior to commencement of works relating to phases 1, 2 and 4 arrangements shall be made with the Council's Tree Officer to view the protection measures on site. No works shall commence until the relevant protection measures have been agreed by the Council's Tree Officer.

Reason: To ensure retention and protection of trees on the site in the interests of amenity.

- 9 The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) 'Flood Risk Assessment, Uxendon Manor Primary School, Nov 15' and the compensatory flood storage measures detailed within the FRA. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding on site and elsewhere by ensuring that compensatory storage of flood water is provided.

- 10 No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays (unless otherwise agreed as part of the Construction Management Plan);
- (vi) Details of how vehicular access to adjoining and opposite premises are not

- impeded;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities and schedule of highway cleaning;
- (ix) measures to control the emission of dust and dirt during construction;
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (xi) School access during the construction phase (including servicing and delivery arrangements);
- (xii) Staff car parking facilities; and
- (xiii) Adhere to the Considerate Contractors Scheme.

Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 11 (a) No development shall commence on site until a Training & Employment Plan has been submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following:
- (i) the details of the Training & Employment Co-ordinator;
 - (ii) a methodology for meeting the Training & Employment Targets and the Training & Employment Reporting Schedule;
 - (iii) a commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job

The approved Training and Employment Plan shall be implemented throughout the construction phases of the development for the lifetime of the construction of the Development.

(b) Prior to the occupation of the new school buildings, a Training & Employment Verification Report shall be submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

- 12 Prior to commencement of the development, the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:
- (i) Re-lining of the 'school keep clear' marking on Shaftesbury Avenue, Vista Way and Falcon Way
 - (ii) New 'school keep clear' sign plates to be provided on Shaftesbury Avenue
 - (iii) Disabled bay on Shaftesbury Avenue is no longer required by the school due to the two new off street disabled bays and therefore the on street bay should be removed in order to maximum on street capacity.
 - (iv) Double yellow lines at the end of Brookfield Crescent should be implemented to maintain a turning circle
 - (v) Double yellow lines at the end of Shaftesbury Avenue should be implemented to maintain a turning circle
 - (vi) Widening of the Public Right of Way from Brookfield Crescent up to the Bridge to provide a better pedestrian flow.
 - (vii) Provision of double yellow lines at the junction of Vista Way, Regal Way in the vicinity of the roundabout and by the main entrance on Vista Way.

The new school building shall not be occupied (or other timescales to be agreed in writing by the Local Planning Authority) until the above works have been completed to the satisfaction of the Local Highway Authority and have been certified in writing as being substantially complete by or on behalf of the local planning authority.

Reason: In the interests of highway and pedestrian safety.

- 13 Prior to commencement of development, further details of the following external materials (with

samples where appropriate to be pre-arranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority.

- Details of facing bricks including samples to be pre arranged to be viewed on site
- Details of the specification and colour of the window frames and doors
- Details of the finishing material and colour for render, shingle cladding, louvres, parapets, cills, and any railings

The works shall be carried out in full accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development which does not prejudice the amenity of the locality.

- 14 Prior to commencement of works on site, further details of the following shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50) or manufacturer's literature which show:

- (a) the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (b) the junctions around any wall mounted external vents, if applicable;
- (c) the location of any external plant equipment and extract and supply ducts to the kitchen together with details of the design and material of any screening to the external plant equipment and extract and supply ducts;
- (d) details of any hand rail at roof level including its position on the roof, design and finish

The development shall be completed in accordance with the details so approved before the school building is occupied.

Reason: These details are required to ensure that a satisfactory development is achieved.

- 15 A scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of development. The approved hard and soft landscaping shall be completed in strict accordance with the approved details prior to the occupation of the new school buildings or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) all planting including location, species, size, density and number incorporating native species
- (b) planting of minimum 19 x 14-16cm native trees, together with suitable replacement trees in the event that T31-33 are damaged or killed as a result of construction activities
- (c) details of the provision of artificial bird and bat boxes
- (d) details of ramped access for terrestrial mammals if excavations are left open overnight during the construction stages
- (e) areas of hard landscape works including details of materials and finishes.
- (f) the location of, details of materials and finishes of, all street furniture and play equipment.
- (g) existing and proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
- (h) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
- (i) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 16 The proposed hall shall be sound proofed in such a way to ensure any noise/vibration generated from its activities, including any amplified sound shall not be audible at the nearest noise sensitive premises. Prior to first occupation of the hall, an approved acoustic consultant shall produce a report to demonstrate that the development complies with this criterion. The sound proofing works shall be completed prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter.

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the premises.

- 17 Prior to any demolition works, a qualified asbestos contractor shall be employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

Reason: To ensure the safe development and secure occupancy of the site proposed for use.

- 18 Details of the roof plan, showing the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and shall be installed prior to occupation of the development hereby approved.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- 19 Prior to occupation of the new school buildings, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority. The Community Access Plan shall allow for a minimum of 15 hours of community use each week and shall include details of rates of hire (based upon those charged at other public facilities), terms of access, hours of use, access by non-school users/non-members and management responsibilities.

The approved Community Access Plan shall be brought into operation within 3 months of occupation of the development and it shall remain in operation for the duration of the use of the development.

Reason: To secure well-managed, safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Local Plan

- 20 Prior to occupation of the new school buildings, further details of layout and external appearance of the refuse storage facilities shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure the external appearance is acceptable and protect the amenity of adjoining residents.

- 21 Prior to occupation of the new school buildings, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include the management of staff car parking and community access outside of school hours. The car park management plan shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety.

- 22 Prior to occupation of the new school buildings, a servicing and delivery plan (including coaches) shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details.

Reason: In the interest of highway safety and the amenities of neighbouring occupiers.

- 23 Prior to the commencement of the use of the new school buildings, a School Travel Plan of sufficient quality to score a PASS rating when assessed under Transport for London's ATTrBuTE programme (or any replacement thereof), to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority.

On first Occupation of the new school building the Travel Plan shall be fully implement for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

Reason: In order to promote sustainable transport measures where on-street parking and manoeuvring may cause highway safety problems.

- 24 Prior to occupation of the new school buildings, further details of 2 spaces that will be provided with electric vehicle charging points and 2 spaces that will be provided with passive electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sustainable modes of transport.

- 25 Within 2 months of occupation of the new school building, a Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the development has met or exceeded the following:

- (i) Minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;
- (ii) Minimum BREEAM 'Very Good' rating
- (iii) Minimum score of 29.3% on Brent's Sustainability Checklist

If the review specifies that the development has failed to meet the above levels, compensatory measure shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

The approved Sustainability and Energy Strategies (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

Reason: To ensure a satisfactory development which incorporates sustainability measures that are commensurate to the scale of development proposed.

- 26 Details of foul water drainage for the new school buildings hereby approved shall be submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker. No discharge of foul water from the site shall be made into the public system until the approved drainage details have been completed unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 27 Prior to installation of the proposed substation, further details of external appearance and specification shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure the external appearance is acceptable and protects the amenity of adjoining residents.

- 28 Prior to occupation of the new school, further details for the provision of a minimum of 108 cycle

spaces (which includes separate cycle parking facility for staff) and scooter parking together with details of how the cycle stands/scooter parking will be secure and covered, shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure satisfactory level of cycle parking for pupils and staff.

- 29 Any plants for ventilation, extraction, heating equipment etc. shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The combined noise levels from any such plants together with any associated ducting, shall be below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the noise levels and any mitigation measures applied to achieve the required noise levels shall be conducted post installation of the systems and submitted to approved in writing by the Local Planning Authority. The plants shall thereafter be maintained in accordance with the manufacture's guidance.

Reason: To safeguard the amenity of the neighbours from the transmission of noise

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337