

Committee Report

Planning Committee on 16 December, 2009

Case No.

09/3210

RECEIVED: 20 October, 2009

WARD: Preston

PLANNING AREA: Wembley Consultative Forum

LOCATION: Preston Park JMI School, College Road, Wembley, HA9 8RJ

PROPOSAL: Erection of a single-storey detached building to provide a children's centre (use class D1) at Preston Park Primary School, as amended

APPLICANT: London Borough of Brent

CONTACT: Frankham Consultancy Group Ltd

PLAN NO'S: Design & Access Statement received 30/11/09; School accommodation strategy received 30/11/09; Travel Plan 30/11/09; Revised application form, Children's centre management plan received 30/11/09; Pathway lighting P115-1814-01; Holophane light details; 223325/A/900 Rev2- plan and site plan received 30/11/09 ; 223325/A/901 Rev1- elevations received 30/11/09; letter dated 27/11/09 from Chris Holt

RECOMMENDATION

Recommendation:

- (a) To resolve to **Grant Planning Permission**, subject to the submission of a flood risk assessment that the Environment Agency does not object to
- (b) If within a reasonable period the Environment Agency is not satisfied with the Flood Risk Assessment, to delegate authority to the Director of Environment and Culture, or other duly authorised person, to refuse planning permission; and
- (c) if the application is withdrawn or refused because of a unsatisfactory Flood Risk Assessment, to delegate authority to the Director of Environment and Culture, or other duly authorised person to grant permission in respect of a further application which is either identical to the current one, or in his opinion is not materially different, provided that the Environment Agency has been satisfied

EXISTING

The site comprises the school buildings and grounds of Preston Park JMI School. The site is accessed via College Road. The site is not situated within a conservation area nor is it a listed building. Surrounding uses are predominantly residential.

PROPOSAL

Erection of a single-storey detached building to provide a children's centre (use class D1) at Preston Park Primary School, as amended

HISTORY

Many history records, but the most relevant recent applications are:

22/04/09 - 09/0288 –deemed

Two storey extension located in the school's internal courtyard to provide a lift and new toilets at ground and first floor level

03/10/2008 - 08/1849 - granted

Additional single-storey temporary classroom adjacent to existing school building

Temporary building until 01/09/10

14/08/07 – 07/2094 -Granted

Temporary classroom located adjacent to main building of Preston Park Primary School

Temporary building until 01/09/09

29/07/2005 - 05/1826 - Granted

Demolition of 2 portable buildings and northwest wing of building and erection of two-storey entrance and single-storey building to northwest of main building, provision of pedestrian access to College Road, play areas, landscaping and modification to car park to provide 22 spaces (revised version of scheme approved under planning permission ref. 05/0040)

21/04/2005 - 05/0040 – Granted

Demolition of 2 portable buildings and northwest wing of building and erection of two-storey entrance and single-storey extension to northwest end of main building, roofing over courtyard to form hall, provision of pedestrian access to College Road, play areas, landscaping and modification to car park to provide 22 spaces

POLICY CONSIDERATIONS

Planning Policy Statement 25 – Development & Flood Risk

Brent's Unitary Development Plan 2004

BE2- Townscape- Local Context and Character

BE5 – Urban Clarity & Safety

BE8 – Lighting and Light pollution

BE12 – Sustainable Design Principles

BE17 – Building services equipment

BE9- Architectural quality

EP2 – Noise & Vibration

EP6- Contaminated Land

H22 – Protection of Residential amenity

TRN3 – Environmental Impact of Traffic

TRN4 – Measures to make Transport Impact acceptable

TRN11 – The London Cycle Network

TRN22 – Parking standards- non-residential developments

TRN34 – Servicing in New development

TRN35 – Transport access for disabled people and others with mobility difficulties

CF2- Location of small scale Community Facilities

CF10 – Development within school grounds

OS8 – Protection of Sports Grounds

Submission version of Brent's LDF Core strategy

Policy CP18 – Protection and Enhancement of Open Space, Sports and Biodiversity

SPG17 - Design Guide for New Development

SPG12 – Access for disabled people, designing for accessibility

Considerations:

- Size and scale of proposed building upon surroundings including residential amenities and the school grounds
- Impact on open space and sports provision
- Transportation impacts
- Community facility/ need
- Flood risk

SUSTAINABILITY ASSESSMENT

n/a

CONSULTATION

Consultation letters were sent out on the **23/10/09** in which 60 properties were consulted.

4 objection letters received raising the following issues:

- The extra traffic congestion generated by the children's centre and associated traffic safety issues cause concern
- The school already has a traffic problem, with inconsiderate parking blocking access to local properties, and parking in the local park car-park
- The school already creates parking problems for park users, including the bowling club and cricket games, the proposal will worsen this
- College Road's traffic is particularly bad, they request that Grasmere Avenue be used more
- The school is building over its school fields, and this is considered an important amenity space for the children. 2-storey buildings should be considered

Environmental Health – no objections

Highways- No objections subject to an adequate Travel Plan, and one disabled parking space should be provided on site

Thames Water- recommend informatives

REMARKS

The proposed use

The application proposes a single storey 21.6m by 10.2m children's centre. This is required by the London Borough of Brent in order to meet the government's phase 3 Sure Start initiative. The centre is proposed to meet local need, for families with children aged 0-5 years and particularly assists disadvantaged children. The centre has a catchment of up to 800 children within 1.23 miles, which is designated as "pram pushing" distance. The applicants indicate that the absolute maximum number of people using the centre including staff, visitors, children and adults, could be up to 69 people, but in practice this number of people is unlikely. Proposed activities within the centre include: outreach advice for local families regarding health and nutrition, counselling, citizen's advice bureau, training and employment advice, parenting support and a sessional crèche for children and their carers. The centre will not operate as a full-day nursery care provision but is intended to compliment the Early Years Centre and education use of the site. The centre will provide a community facility, (use class D1.) Policy CF2 of Brent's Unitary Development Plan primarily directs this type of use to accessible sites within local centres. However, the centre is to serve a particular local catchment, and this proposed site may be considered to meet a local need, subject to the protection of neighbourhood amenity.

The proposed siting within the school playing field

The proposed children's centre is proposed within the school grounds of Preston Park Primary School. The centre is to operate separately to the school, although its educational purpose is aligned with the school's. The centre is located to the north of the existing nursery building within the school fields, towards the north-west corner of the school grounds.

The Submission version of the Core Strategy, which forms part of Brent's forthcoming Local Development Framework places great emphasis on the protection of Open Space. Policy CP18 states that "inappropriate development" of open space should be resisted. This is defined as any development harmful to the use or purpose of open-space unless very special circumstances apply. It has been demonstrated that there is a specific local need for a children's centre. The applicants have explained in supporting documents that other siting options were explored but were discounted for reasons of cost, or enabling level public access to the site. In addition the children's centre is functionally linked to the existing nursery on site, which provides a locational rationale for the building in this part of the school grounds. The siting will allow a shared pedestrian access through the school grounds, minimising security risk. The applicants consider the siting minimises impact upon the school's operation.

Policy OS8 within Brent's UDP 2004 seeks to protect sports grounds. In order to comply with this policy the application should demonstrate that "the development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting / ancillary facility on the site." The Brent Outdoor Sports Audit' by Ashley Godfrey Associates 2008 revealed that the school currently benefits from 1 junior football pitch (80m by 38m.) The applicants have provided revised drawings that demonstrate that this existing pitch is retained. They confirm that the proposed children's centre siting has not been used by the school for recreation for over 5 years. They provide information that demonstrates that the school still has an appropriate level of hard surfaced play area, (in excess of 1510sqm.) The supporting documents demonstrate that the current operation of the school will not be harmed by the application.

Your officer's site visit revealed 3 temporary classrooms within the north-eastern part of the site, and only one of these currently benefits from planning permission. Temporary permission for the first building consented in 2007 (07/2094,) has now lapsed. The third building was granted under application reference 08/1849 but this was also for a temporary period and the consent expires on 01/09/10. The second building has not ever been proposed to the Local Planning Authority. The applicant has advised that the curriculum needs of the school require all 3 buildings until July 2015. They have confirmed that they will be submitting planning application in the near future for these buildings. Officers share neighbours concerns about buildings sited on the school fields and the applicants have been advised that the buildings do not have sufficient permanence and quality of design to warrant long approvals, even if there is a pupil roll demand. They will therefore need to consider other solutions if the pupil demand continues. A School Accommodation Strategy of how the school intends to meet current and forecast pupil numbers would need to accompany these anticipated applications. The applicants have confirmed that the proposed siting of the children's centre will not impinge upon the school's ability to expand in the future in compliance with Policy CF10 of Brent's Unitary Development Plan 2004. It is therefore not considered appropriate to refuse the current children's centre application on the grounds of harm to the school's potential future expansion.

Impact of the building upon neighbouring residential amenities

The proposed building complies with SPG17 in terms of the building massing in relation to neighbouring gardens. It is closest to properties fronting onto College Road. These properties benefit from gardens in excess of 23m long, which are commonly backed by outbuildings. To the west of this is a vehicle access track, and the school boundary. The vehicle access track is level with the proposed building, but does not extend entirely along the whole length of the site. The proposed children's centre is set in from this boundary by 5m. The children's centre's pitch is split into 2 distinct sections, reducing the visual massing of the building. The highest part of the structure is the southern element, which extends up to 4.4m high. The applicants propose a brick and cedar cladding building. A green sedum roof is also proposed that is considered to reduce the visual impact of the structure in addition to assisting water drainage and the building's overall sustainability in accordance with policy BE12. The applicants have agreed to a condition of the requirement for a green sedum roof.

The proposed children's centre is to be accessed from the existing pedestrian access route from College Road. This route is currently used for the existing nursery building. The access path extends beyond the nursery to the north towards the proposed centre. The applicants have amended the proposal so that a 2m high (solid) euroguard fence (timber and wire mesh fence, giving the appearance of timber but the strength of wire mesh) is proposed along the back of the residential properties. In addition, the path has been re-sited off the shared boundary, an average of 1.5m. This allows the introduction of soft landscaping alongside the proposed boundary treatment. The current boundary is a close-boarded fence, and there are conifer trees within the neighbouring gardens. However, the applicants cannot rely on these existing features on land outside of their control. The proposed boundary treatments are considered significant improvements, and will be conditioned to be installed prior to the occupation of the building.

The access route is to be used whenever the centre is in use, and this may include during after-dark hours. The applicants have provided details of low-level light columns to be sited along the path –edge. The applicants have provided a light contour map, and this shows that some of the levels within the site itself are higher than expected. However, the low height of the lights, (1m) and the fact that they are one-directional combined with the proposed solid fence and planting proposed on the boundary ensures that there is no light back-spill into the residential gardens in accordance with Policy BE8. This ensures that neighbouring amenities are not harmed by the development.

The proposal originally appeared to incorporate a bund around the north-eastern corner of the building. The applicants have now removed this. The ground levels slope up towards the north-west of the site, by approximately 0.50m and the applicants have provided levels details that indicate that the building and its access path will not be built-up in relation to its surrounds.

Noise

The applicants have confirmed that the principal use of the building will be during normal business hours: 9am to 5pm Monday to Friday, and 9.30am to 13.30pm on Saturdays. However as the centre is a community facility it may occasionally be in use for training courses up to 2 evenings/ week or 2 weekend days/ month. This would compliment the use of the centre as an outreach facility. The applicants have confirmed that the centre would not be used for social gatherings such as parties, and no amplified music will be used. A condition will restrict any noise-generating equipment in order to avoid noise nuisance to neighbouring dwellings. The applicants have confirmed that air conditioning units are not proposed. The layout of the building places the publicly accessible rooms towards the eastern end of the building, which is further away from shared boundaries with neighbouring occupiers, reducing potential for nuisance further. The applicants have also submitted a Children's Centre Management Plan that covers the types of use proposed for the centre, hours of use and numbers of visitors. Any approval would be subject to a condition requiring compliance with these working practices and it is anticipated that this will safeguard neighbouring amenities in accordance with policies H22 and EP2.

Transportation issues

Concerns have been raised by neighbouring properties about the traffic levels associated with a new use on the school grounds. They state that parking is already problematic with the existing school and nursery on-site. The site only has moderate public transport accessibility rating, (PTAL3,) and the local roads only have parking restrictions on Event Days. The Design and Access Statement (D&A Statement) implies that children will not normally be left at the proposed centre unaccompanied by a parent/ guardian and this has the potential to increase footfall and traffic generated by the centre further. The D&A Statement indicates that up to 69 people may occupy the centre at any one time.

Brent's Unitary Development Plan 2004 sets out maximum parking standards of D1 -1 space per 5 employees, (the equivalent of 12 full-time staff equating to 2 spaces,) and as a community facility, (rather than standard nursery or education facility,) visitor parking of 5% of the maximum attendance of 53 people, equating to 2.65 spaces. This provides a total maximum allowance of 5 parking spaces according to planning policy. No standard on-site parking is proposed. This is not

contrary to planning policy, and the Council's Highway Engineers do not object to this, but the lack of on-site provision could lead to greater pressure on the local highway network. The Council's Highway Engineers comment that none of the adjoining streets such as College Road, Glendale Gardens, Grasmere Avenue and Woodford Place are Heavily Parked Streets whereby the night time parking on the roads can exceed 80% of the parking capacity of the road. There are no reported accidents in the area related directly to the school activities. There is a Traffic Calming Scheme in operation on Grasmere Avenue and it is being renewed.

The applicants are now proposing a Travel Plan specifically for the proposed children's centre to help address the potential impacts of the proposed centre. The applicants seek to provide a local facility and only intend people to travel up to 1.23 miles in order to use the facility. The school already operates a Travel Plan for the existing site. The proposed Travel Plan indicates that activity times within the centre have been designed not to conflict with the school. The main group sessions would usually run twice a day, at 9.30am and 1.30pm, which are timed to avoid the existing peak school opening/ closing hours. Parents/ guardians could drop-in at other times of the day, but they are not expected in large numbers and the centre will not open until 9am, after the school opening of 8.45am.

The Travel Plan encourages use of sustainable transport measures providing information on local bus and train routes on all literature associated with the centre and when families enrol. The centre will help families use the site's IT facilities to plan routes where walking is not possible. Secure buggy and cycle storage is provided on site. The store is located under the roof overhang to shelter the cycles and buggies. More cycle storage than required by planning policy is proposed and this will be conditioned to be provided prior to the occupation of the building in accordance with policy TRN11. Staff will be told that they are not entitled to parking spaces and car sharing encouraged. The centre users' modes of travel will be monitored through recommended ITrace methodology and reviewed to create appropriate targets in accordance with good practice guidelines over the first few years of operation. Compliance with the submitted Travel Plan will form a condition of any granted planning permission.

The Travel Plan is expected to minimise the transportation impacts of the proposed centre, but it will not remove local parking caused by the centre completely. Local residents concerns have been raised with the applicants and the Travel Plan will enable the centre's impact to be periodically reviewed. Traffic concerns are a material planning consideration of the principle of the proposed development. Nevertheless there is an identified local need for the centre, which is a government target for the provision of local child-care. The methodologies proposed by the applicants appear to reduce the impacts of the centre. However, the submitted Travel Plan still needs to be reviewed by the Council's Highway Engineers and Travel Plan Officers in detail.

Policy TRN35 of Brent's Unitary Development Plan requires a minimum of one disabled parking space on-site, (measuring 4.8m deep by 3.3m wide). This is also required in accordance with SPG12. Amended drawings show the provision of a disabled space within the school grounds, which may be used by the centre.

The applicants have proposed an enclosed bin store that has capacity for 5 bins. The submitted Children's Centre Management Plan indicates that these bins will be taken to a designated area for collection. This complies with policy TRN34 of Brent's Unitary Development Plan and the provision of the bin store will be required as a condition of any approval.

Construction access

The proposal seeks to rely on access between 63 and 65a&b Grasmere Avenue for construction traffic, which is currently a tarmac track. This is not an adopted highway but the applicant has confirmed that they are the sole landowner and therefore have a right of way over this land. 63 and 65a&b Grasmere Avenue have windows within their side facing elevations. These windows are already exposed to traffic associated with the track's use by local residential properties, but the construction traffic will increase the intensity of this use. The applicant has agreed to limit the hours of use of the track by construction traffic, and this will be conditioned to only 8am to 5pm Monday

to Friday and 9am to 12pm on Saturday. The applicant has also agreed to the installation of a wheel-washing facility for construction traffic, to prevent soil being taken by vehicles wheels onto the local highway network and access track. In addition, the applicant has agreed that once construction works are completed, they will reinstate the tarmac access track to its current condition. This is considered to mitigate against the impacts of the development.

Flood Risk

The site area is 2.0447ha within Flood Zone 1. In accordance with PPS25 on Development and Flood Risk, the development cannot be supported without a satisfactory Flood Risk Assessment, which needs to be sent to the Environment Agency and supported by them before an approval could be issued. The applicants have indicated that they are about to submit a Flood Risk Assessment, which will then need to be agreed by the Environment Agency, (EA.) This application cannot be approved unless the EA supports the Flood Risk Assessment and this is not currently known.

Therefore officers are seeking that members agree to the principle of the recommendation, and delegate the final determination to the Director of Environment and Culture, or other duly authorised person, to approve the application if the Flood Risk Assessment is considered satisfactory by the Environment Agency (EA). If within a reasonable period the EA is not satisfied with the Flood Risk Assessment, to delegate authority to the Director of Environment and Culture, or other duly authorised person, to refuse planning permission; and if the application is withdrawn or refused because of a unsatisfactory Flood Risk Assessment, to delegate authority to the Director of Environment and Culture, or other duly authorised person to grant permission in respect of a further application which is either identical to the current one, or in his opinion is not materially different, provided that the Environment Agency has been satisfied.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent Unitary Development Plan 2004
Submission version of Brent's LDF Core strategy
SPG17 - Design Guide for New Development
SPG12 – Access for disabled people, designing for accessibility

CONDITIONS/REASONS:

- (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) Details of materials for all external work such as walls, windows, doors, roof, 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. The roof shall be a sedum, green roof unless otherwise agreed in writing by the Local Planning Authority

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

- (3) No new plant machinery and equipment (including air conditioning systems) associated with the proposed development shall be installed externally on the building without the prior written approval of the Local Planning authority. Details of the equipment and the expected noise levels to be generated, shall be submitted to and agreed in writing by the Local Planning Authority prior to installation, unless agreed otherwise in writing by the Local Planning Authority, and thereafter shall be installed in accordance with the approved details and maintained in accordance with the relevant manufacturer's guidance

The noise level from this plant together with any associated ducting, shall be maintained at a level 10 dB (A) or greater below the measured background-noise level at the nearest noise-sensitive premises. The method of assessment should be carried out in accordance with BS4142:1997 "Rating industrial noise affecting mixed residential and industrial areas".

Should the predicted noise levels exceed those specified in this condition, a scheme of insulation works to mitigate the noise shall be submitted to and approved in writing by the Local Planning Authority and shall then be fully implemented.

Reason: In order to ensure adequate insulation and noise mitigation measures and to safeguard the amenities of adjoining occupiers and future occupiers

- (4) Prior to the commencement of the use of the building, a 2m high euroguard combi fence shall be installed along the western boundary (level with and along the length of the proposed pedestrian route) unless otherwise agreed in writing by the Local Planning Authority

Reason: In order to safeguard satisfactory levels of neighbouring amenity

- (5) The areas so designated within the site along the western boundary (level with and along the length of the proposed pedestrian route,) shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before any works commence on site. The landscape details shall include the planting scheme for the site, including the species, size and density of plants. The landscape work shall be completed during the first available planting season following completion of the development hereby approved. 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 and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development

- (6) The applicants will comply strictly in accordance with the measures set out within the submitted Travel Plan dated November 2009, unless otherwise agreed in writing by the Local Planning Authority. The Travel Plan shall be monitored on an annual basis and the results of the ITrace-compliant monitoring incorporated into the submission requirements below:

a) Within 3 months of occupation, the Travel Plan shall be audited, with a site and staff ITrace-compliant survey and these details shall be submitted to the Local

Planning Authority and approved in writing within 6 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority

b)A review of the Travel Plan measures over the first 12 months of operation shall be submitted to the Local Planning Authority within 15 months of the commencement of the use and the review shall be approved in writing within 18 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority

c)A review of the Travel Plan measures over the first 3 years months of operation shall be submitted to the Local Planning Authority within 36 months of the commencement of the use and the review shall be approved in writing within 39 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority

d)A review of the Travel Plan measures over the first 5 years of operation shall be submitted to the Local Planning Authority within 60 months of the commencement of the use and the review shall be approved in writing within 63 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority

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

- (7) The existing disabled parking space within the site shall be retained for use for such purpose only by users with mobility difficulties and shall not be obstructed or used for any other purpose(s).

Reason: To ensure the retention of adequate parking in the interests of an accessible development

- (8) The refuse store for refuse and recyclable materials, shall be implemented in full prior to the commencement of the use of the development and permanently retained as approved unless the prior written consent of the Local Planning Authority is obtained.

Reason: To ensure a satisfactory appearance and adequate standards of hygiene and refuse collection.

- (9) Construction vehicles shall only access the site between the hours of 0800 - 1700 Mondays - Fridays, 0800 - 1300 Saturdays and At no time on Sundays or Bank Holidays; unless otherwise agreed in writing by the Local Planning Authority

Reason: To limit the detrimental effect of construction works on adjoining residential occupiers by reason of noise and disturbance.

- (10) The building works hereby approved shall not commence until details of wheel-washing facilities have been submitted to and approved in writing by the Local Planning Authority. Thereafter the approved facilities shall be provided on site prior to construction commencing and maintained in working order until completion of the appropriate stages of development.

Reason: To ensure that the construction of the proposed development does not prejudice conditions of safety and cleanliness along the adjoining highway

- (11) The construction access track between 63 and 65a&b Grasmere Avenue shall be reinstated to its current tarmac condition after the development hereby approved has been constructed or within 3 months of occupation of the building, whichever is the sooner, unless otherwise agreed in writing by the Local Planning Authority

Reason: In order to safeguard local residential amenities

- (12) No external lights shall be installed other than the 12 luminaire columns DBL.26PL4.LYA.SO.H100 indicated on drawing 223325/A/900 Rev 2 submitted 30/11/09, unless otherwise agreed in writing by the Local Planning Authority through the submission of further details, which shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the details so approved

Reason: In order to safeguard local residential amenities

- (13) The applicants will comply strictly in accordance with the approved Children's Centre Management Plan in particular with regards to the types of use of the centre, hours of use of the centre, centre operational plan in order to reduce as far as possible the impacts of the centre on surrounding amenities and maximum numbers of visitors/ staff. The Management Plan shall be fully implemented save insofar as varied with the agreement in writing of the Local Planning Authority (in which case the Management Plan as varied shall be fully implemented).

Reason: In order to safeguard local residential amenities

- (14) No music, public address system or any other amplified sound shall be installed on the site which is audible at any boundary outside the curtilage of the premises.

Reason: To safeguard the amenities of the adjoining occupiers.

INFORMATIVES:

- (1) Prior consent may be required under the Town and Country Planning (Control of Advertisements) Regulations 2007 for the erection or alteration of any advertising signs for the centre. The applicant is advised to contact the Local Planning Authority regarding any proposed signage for the centre prior to installation
- (2) With regard to the surface water drainage it is the responsibility of the developer to make proper provision for ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on/ off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Development Services will be required. They can be contacted on 0845 850 2777.
- (3) The applicant is advised that a public sewer crosses the subject site and therefore no building will be permitted within 3m of the sewers without Thames Water's approval. Should you require a building over application form or other information relating to

your building/ development work, please contact Thames Water Developer Services on 0845 850 27 77.

- (4) Water supply is covered by the Three Valleys Water Company. Their address is Three Valleys Water Company, PO Box 48, Bishops Rise, Hatfield, Herts, AL10 9AL, Tel- 01707 268 111

REFERENCE DOCUMENTS:

Planning Policy Statement 25 – Development & Flood Risk
Brent's Unitary Development Plan 2004
Submission version of Brent's LDF Core strategy
SPG17 - Design Guide for New Development
SPG12 – Access for disabled people, designing for accessibility

Any person wishing to inspect the above papers should contact Amy Collins, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5222



Planning Committee Map

Site address: Preston Park JMI School, College Road, Wembley, HA9 8RJ

Reproduced from Ordnance Survey mapping data with the permission of the Controller of Her Majesty's Stationary Officer © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. London Borough of Brent, DBRE201 2005



London Borough of Brent - Copyright (C)

This map is indicative only.