

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

29 July, 2015

14/4241

SITE INFORMATION

RECEIVED: 30 October, 2014

WARD: Harlesden

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Garages rear of 32, Crownhill Road, London

PROPOSAL: Demolition of existing garages and erection of a single storey building to provide Junior School Annex to Maple Walk School with associated play area, waiting shelter, cycle storage and new fencing (amended plans and description)

APPLICANT: The New Model School Company Ltd. & Mr J.Griffin

CONTACT: Christopher Wickham Associates

PLAN NO'S: See Condition 2.

SITE MAP



Planning Committee Map

Site address: Garages rear of 32, Crownhill Road, London

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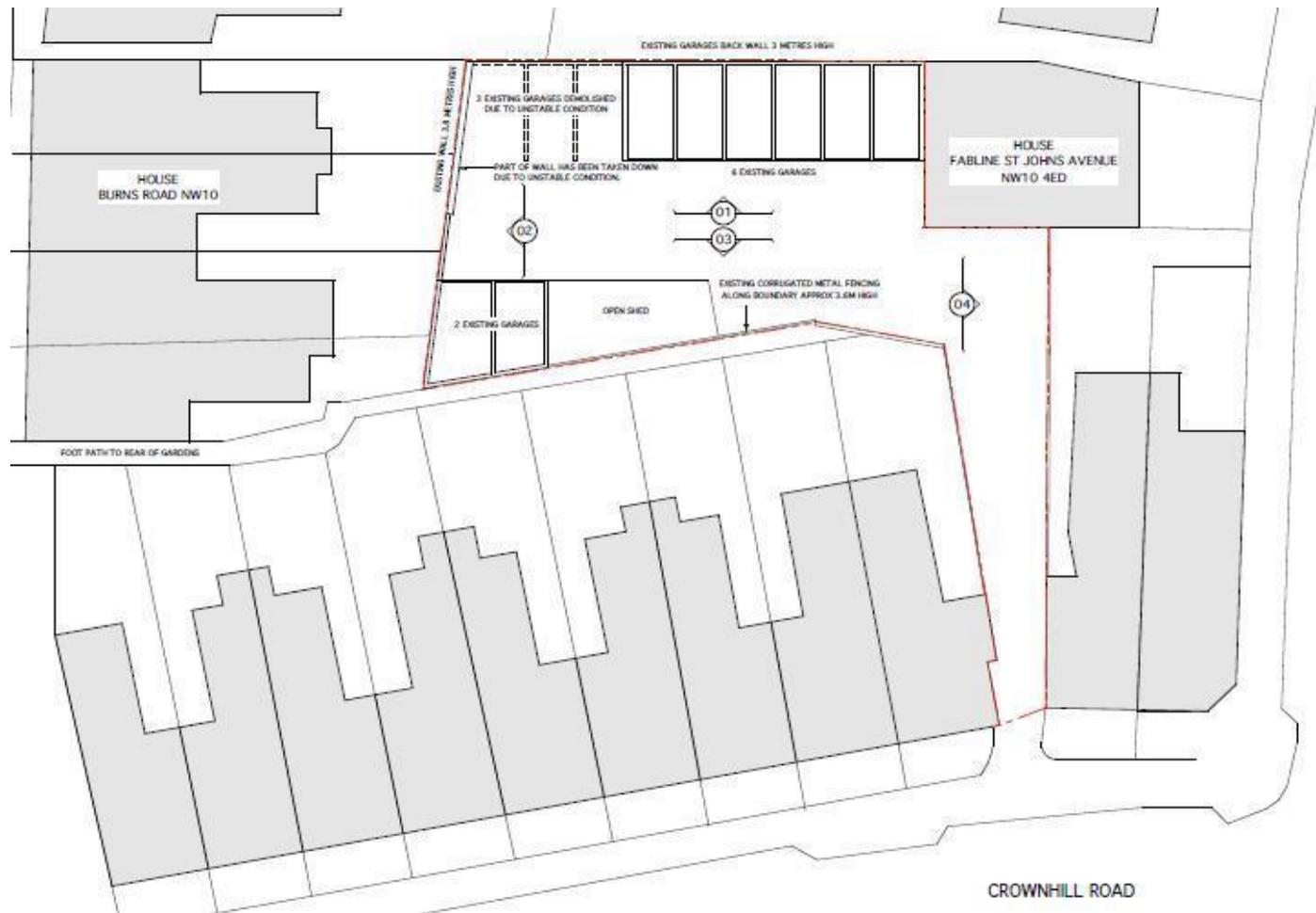


This map is indicative only.

SELECTED SITE PLANS

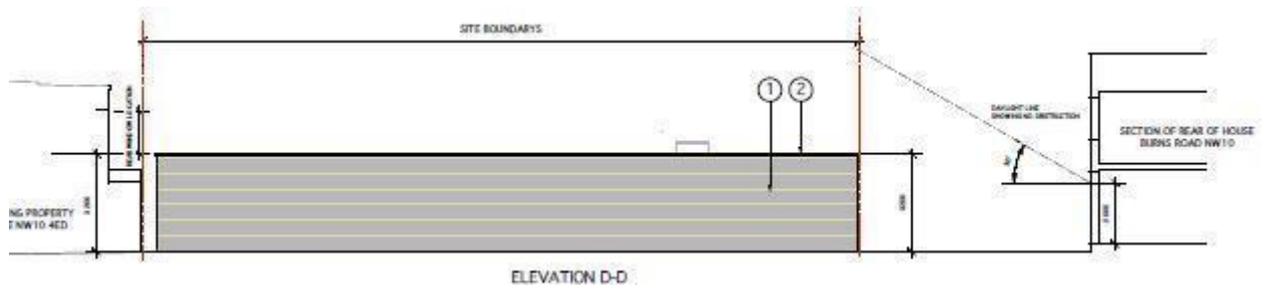
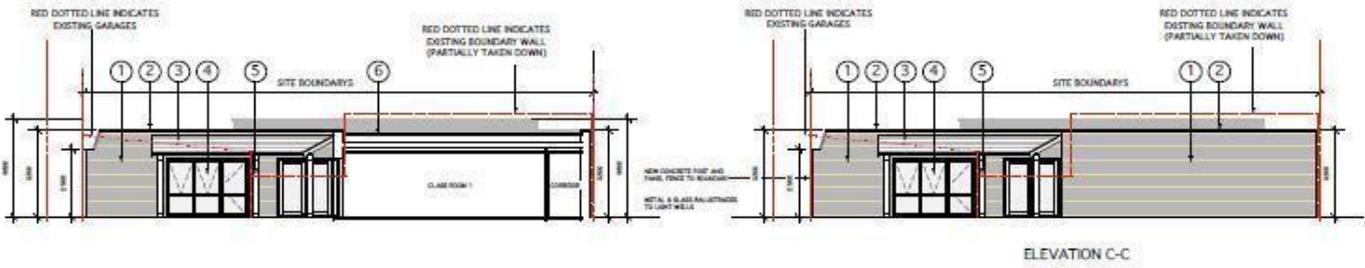
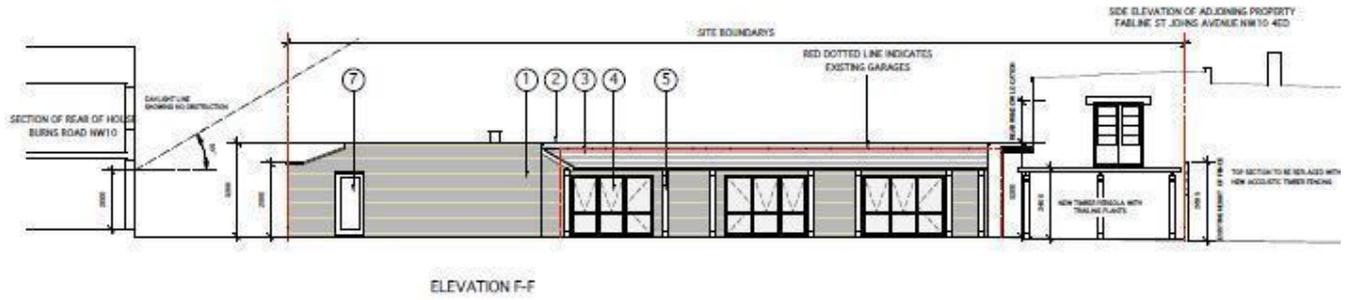
SELECTED SITE PLANS

Existing Site Plan

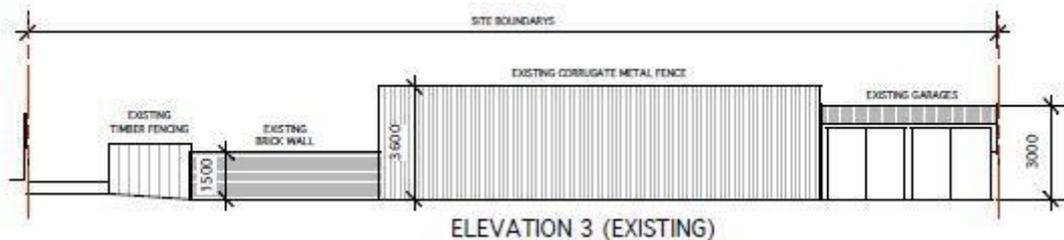
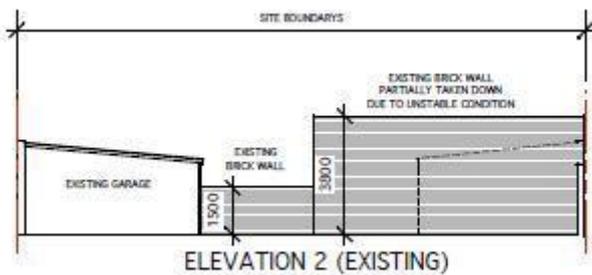
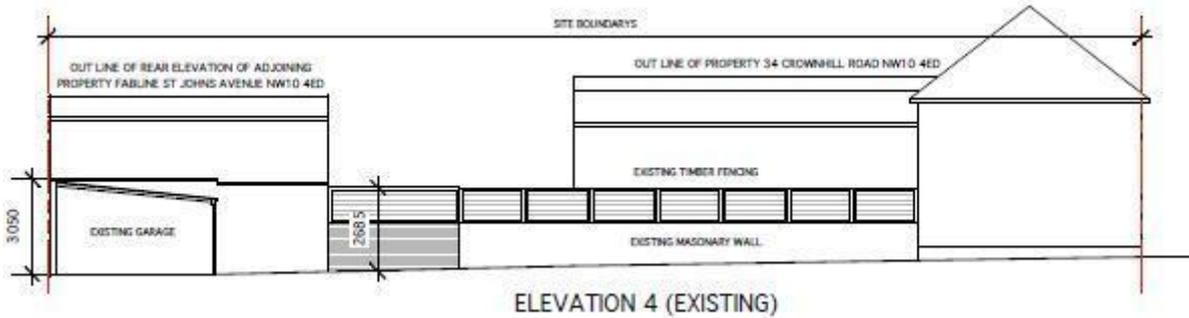
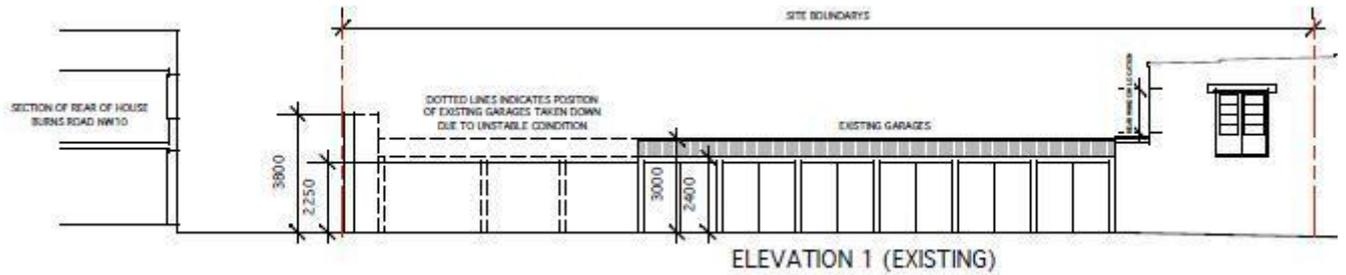


Proposed Site Plan

Proposed Elevations



Existing Elevations



RECOMMENDATIONS

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

A) PROPOSAL

The proposal is for the demolition of existing garages and erection of a single storey building to provide an annexe school building with four classrooms to the nearby Maple Walk School with associated play area, waiting shelter, cycle storage, new fencing and landscaping.

B) EXISTING

The proposal site is a piece of land occupied by garage structures and hardstanding accessed via Crownhill Road in Harlesden. The site is bounded on all sides by the rear gardens of residential properties on Crownhill Road, St John's Avenue and Burn's Road. The surrounding area is predominately residential in nature and

characterised by terraced dwellings. The proposal site is not within a Conservation Area and the proposal would not affect the setting of any listed buildings.

C) AMENDMENTS SINCE SUBMISSION

The originally submitted proposal was for a larger, part two storey building with a lower ground floor level and capacity of 88 pupils. Amended plans have been received which reduce the height and scale of the building and removed the lower ground floor level. The capacity of the proposed annexe has been reduced to 72. Acoustic fencing is also identified on the proposed plans to boundaries with adjoining neighbours and soft landscaping introduced. The proposal has been assessed based on these plans.

D) SUMMARY OF KEY ISSUES

The key planning considerations in this case are as follows:

- Principle of Development – The loss of the storage (B8) use and redevelopment to provide a school annexe is considered acceptable in principle
- Impact on Neighbouring Amenity – Subject to conditions, the proposal is considered to form an acceptable relationship with neighbouring occupiers in terms of noise disturbance, loss of light, overlooking and overbearing impacts
- Transportation Impact – The proposal is considered acceptable in transportation terms subject to the submission of an updated Travel Plan
- Contamination – Potential contamination in the soil can be adequately addressed by condition
- Impact on Character – The proposal is considered to result in a visually acceptable development which has an acceptable impact on the character of the area

RELEVANT SITE HISTORY

There is no relevant planning history relating to the site itself but the following relates to the nearby Maple Walk School:

Reference No	Proposal	Decision
08/2168	Demolition of single-storey sports & social club and erection of a part single-storey, part two-storey school building, formation of games pitch and 3 car-parking spaces, cycle storage and associated hard and soft landscaping and subject to a Deed of Agreement dated 12th February 2009 under Section 106 of the Town and Country Planning Act 1990, as amended	Granted

CONSULTATIONS

Statutory neighbour consultation period (21 days) started on 04/11/2014, in total 40 properties were consulted. To date six representations have been received objecting to the proposal plus a petition with 70 signatures. One objection has also been received from Ward Councillor Bobby Thomas. The grounds for objection are summarised below:-

Objection raised	Response
The surrounding area is already congested with limited parking due to the number of schools in the area. The proposal would worsen the situation	See paragraphs 23-35
Many of the pupils will be driven to school and are from outside of the area	See paragraph 31
The proposal would cause noise disturbance and loss of amenity	See paragraphs 6-22

The site is constrained and the size, bulk, mass and scale of the development is inappropriate and incongruous for the site	See paragraph 36
The existing Maple Walk School has no sewerage connection and have a septic tank which requires emptying which causes smells	It is not clear whether the proposal would include connection to sewers however adequate sewerage arrangements would be a requirement of Building Regulations
The proposal should incorporate the shared access to the rear of dwellings on Crownhill Road to allow for an extra pedestrian access, fire escape and allow connection of the site to sewers	The access path is not within the red line on the submitted Location Plan and does not form part of the proposal
Proposed building would be out-of-character with the surrounding Victorian development	See paragraph 36
The proposal should be considered a new stand-alone school	The proposal would act as an annexe to the main school nearby with functions such as PE lessons and assemblies taking place in the existing main school building
The scale of the development would require an Environmental Impact Assessment	The proposal is not in a 'sensitive area' and is not considered to result in significant effects on the environment as defined by the The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and is not considered to warrant an Environmental Impact Assessment
The use of the site should be considered 'sui generis' and not B8 use	Officers do not accept that the site is used for the storage of minerals and is satisfied that the use is best described as B8. In any case this is not considered crucial in determining this application

Neighbours were re-consulted for 21 days on 09/06/2015 with amended plans which reduced the scale of the proposal. Two further objections were received reiterating their objection which are summarised above.

CONSULTEES:

Transportation: 'There are no objections on transportation grounds to this proposal, subject to conditions requiring: (i) the submission and approval of an updated School Travel Plan to incorporate the proposed school annex extension; and (ii) removal of the existing vehicular crossover to the site and reinstatement to footway with guard railings and a review of the need for School Keep Clear markings along the site frontage to be undertaken at the applicant's expense prior to occupation of the development.'

Environmental Health: Concerns initially raised regarding noise disturbance. Amended plans introduced acoustic fencing to the boundaries and reduced the number of pupils. Recommend attaching conditions securing noise mitigation measures and contaminated land conditions.

POLICY CONSIDERATIONS

National Planning Policy Framework (2012):

The National Planning Policy Framework (NPPF) was published on 27 March 2012 and replaces planning

Policy Guidance and Planning Policy Statements with immediate effect. This includes a presumption in favour of sustainable development in both plan making and decision making. It is considered that the saved policies referred to in the adopted UDP and Core Strategy are in conformity with the NPPF and are still relevant.

Section 7 – Requiring Good Design

Section 8 – Promoting Healthy Communities

The London Plan (2011):

Policy 3.18 – Education Facilities

Policy 6.3 – Assessing effects of development on transport capacity

Policy 7.4 – Local character

Policy 7.6 – Architecture

Policy 7.15 – Reducing noise and enhancing soundscapes

Core Strategy (2010):

CP17 – Protecting and Enhancing the Suburban Character of Brent

Brent's UDP (2004):

BE2 – Townscape: Local Context and Character

BE7 – Public Realm: Streetscape

BE9 – Architectural Quality

CF8 – School Extensions

EP2 – Noise and Vibrations

EP6 – Contaminated Land

TRN3 – Environmental Impact of Traffic

TRN22 – Parking Standards – non-residential developments

Supplementary Planning Guidance:

SPG17 – Design Guide for New Development

DETAILED CONSIDERATIONS

Introduction:

1. The proposal relates to a piece of land located to the rear of residential dwellings on Burn's Road, St Johns Avenue and Crownhill Road. There is a vehicular access to the site from Crownhill Road. The site is currently occupied by hardstanding and garages and has been used in the past for storage (B8 Use). Maple Walk School is an independent primary school located on a similar 'backland' site approximately 55m to the north-east which is accessed from Crownhill Road. The school was permitted under application ref: 08/2168 and is operated by The New Model School Company which is not-for-profit.
2. The proposal is to demolish the existing structures on the site in order to erect a single storey 'L-shaped' building containing four classrooms as an annexe to the main school. The building would have four classrooms with a capacity of 18 pupils each meaning there would be no more than 72 pupils and 4 members of staff using the proposed annexe at any one time. The annexe is intended for use by the upper years of the school (Years 5 and 6 ages 9-11). In addition to the four classrooms are ancillary rooms such as stores, bathrooms and a staff room. The classrooms would look out onto a courtyard area. Bin and cycle storage would be accommodated on the access path to the site and there would be no vehicular access to the site. In terms of how the school would operate, the annexe would open to pupils from 8am with school day ending at 3:45pm and after school clubs ending and the last pupils leaving by 5pm. Pupils would attend the main school building for both PE lessons and assemblies three times a week. No canteen facilities would be provided and the applicant has indicated that pupils would have packed lunches.

Principle of Development:

3. The proposal would involve the expansion of an existing Primary School. Paragraph 72 of the NPPF (2012) states that the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. The NPPF states that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education and that they should:
 - give great weight to the need to create, expand or alter schools; and
 - work with schools promoters to identify and resolve key planning issues before applications are submitted.

4. London Plan (2011) policy 3.18 is supportive of the development of new schools and the expansion of existing schools and states that:

“Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes...In particular, proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.”

5. The site is currently occupied by garages and partially demolished garages and the site is used for storage and open storage (B8 use). Saved UDP (2004) policy EMP9 seeks to protect local employment sites except where the use has unacceptable environmental impact or there is no effective demand for the premises. In the case of the proposal site there are no employees based on the site itself and appears to be only used for storage. The site is not considered ideal for a B8 use given its relatively close proximity to residential neighbours on all boundaries and the relatively narrow vehicular access to the site of 2.5m which is inappropriate for servicing arrangements and the vehicles entrance itself is bounded on both sides by the flank walls of two dwellings. In this instance, considering the positive policy support for the expansion of schools, the proposal is considered an acceptable use on the site in principle subject to the material planning considerations set out in this report.

Impact on Neighbours:

6. The site is bounded on all sides by residential dwellings with the side boundary of No.1a St John's Road forming the northern boundary of the site, the rear gardens of neighbours on Burn's Road abut the western boundary of the site and the rear gardens of dwellings on Crownhill Road abut the site to the south. 'Fabline' on St John's Road is a two storey dwelling which has its rear and side elevation directly abutting the site. Neighbours typically have relatively shallow rear gardens and the impact on neighbours resulting from the proposed building and use compared to the existing situation need to be considered:

Neighbours on Crownhill Road:

7. No.32 and No.34 Crownhill Road are positioned adjacent to the access to the site and have existing wooden side boundary fences and rear boundary wall with the site of varying heights. The proposal includes the erection of a 2m high acoustic fence on the side boundaries of these neighbours and 2.5m high acoustic fencing on the rear boundary of No.32.
8. No's 24-30 have rear gardens which abut the site and the boundary is formed by corrugated metal fencing approximately 3m high and a shared access path to the rear of these properties around 1m in width. The boundaries of the site with No.28 and No.30 would be a 2.5m high acoustic fence and the proposed building would be positioned between 13m-15m from the rear elevations of neighbours at No.28-32 and the proposed rear boundary fence would be positioned between 7.3m and 8.6m from the rear elevations of these neighbours which is considered acceptable. Soft landscaping is proposed on the boundaries with these neighbours and further details of this can be secured by condition.
9. Part of the proposed building would abut the boundary of No.24-26 and would have a maximum height of 3.2m on the boundary. There are existing garages in the same position 3m in height and bearing in mind the separation distance of between 7.8m and 9.4m, the proposal would comfortably pass the 30° test as set out in SPG17 and is considered acceptable.
10. Considering the points discussed above, the proposal is not considered to form an unacceptable overbearing or loss of light impact on neighbours on Crownhill Road.

Neighbours on St Johns Avenue:

11. The side boundary of No.1a St John's Avenue forms the majority of the northern boundary of the site. The largest structure on the site is a garage block which is positioned on the boundary with this neighbour with a depth of 15.2m and height of 3m. Further garages previously existed beyond these but have been partially demolished for safety reasons. The proposed annexe building would be in the same position as the existing garages and would extend the full depth of the side boundary with No.1a with a maximum height of 3.2m. Compared to the existing situation, an increase in height of 0.2m is considered marginal and it is borne in mind that the dwelling at No.1a is orientated slightly away from the proposal site with a rear garden larger than most surrounding gardens tapering from approximately 11m to 9m in width. Coupled with the introduction of a green roof on the proposed building, the proposal is not considered to have an unacceptable loss of light or overbearing impact on this neighbour compared to

the existing situation.

12. 'Fabline' on St Johns Avenue is a two storey dwelling which was converted from light industrial use under permission 12/2662. The dwelling has its rear side boundary on in close proximity to the site boundary and features first floor side and rear windows looking out onto the site. The dwelling features no ground floor windows however ground floor habitable rooms are served by rooflights in the flat roof of a single storey element on the rear elevation.
13. Officers have visited this neighbour and it is evident that the first floor of the dwelling contains an open-plan kitchen and living area with rear-facing windows and side-facing French doors looking out onto the site.
14. The rear-facing windows currently look out onto the roof of the garage block to the rear which is currently approximately 5.3m in width and the proposed building would be 9m in width. The outlook of these windows would inevitably change as the size of the building and plot coverage would increase. However bearing in mind the proposed green roof of the building, and the open-plan and dual aspect nature of the first floor accommodation of this neighbour, the proposal is not considered to result in an unacceptable impact on the quality of the outlook of this neighbour compared to the existing situation. Concern has also been raised about potential noise disturbance from the proposed use to the ground floor habitable rooms of 'Fabline' due to the close proximity of the external walls to the site. The amended proposal have moved the proposed electricity sub-station and bike store away from these walls and measures to prevent direct contact of pupils with the external wall can be incorporated into the landscaping condition.
15. The side-facing French doors overlook the access road to the site which would act as the pedestrian access to the site. A pergola with climbing plants is proposed over part of this access which is considered sufficient to avoid undue overlooking into the dwelling from pedestrians entering the site. It is also borne in mind that the original permission for the dwelling (12/2662) required these doors to be obscurely glazed and fixed shut.
16. The proposed building would be positioned 0.5m from the single storey rear element of this neighbour and 0.2m higher than this element which means lighting to the ground floor habitable rooms served by rooflights would not be unduly affected by the proposal.

Neighbours on Burn's Road:

17. Neighbours at No.2-8 Burn's Road back onto the site with rear gardens with minimum depths ranging from 4.9m deep to 6.4m deep. The proposed building would be positioned on the boundary at the end of these gardens with a maximum height of 3.2m. The building would have a reduced height of 2.5m on the boundaries with the neighbours with the shallowest gardens at No.2 and No.4 Burn's Road. The existing boundary comprises a garage structure 3m high and a partially demolished wall which was 3.8m high. Overall the proposal would pass the 30° test with these neighbours and the proposal is not considered to result in an unacceptable loss of light or overbearing impact compared to the existing situation.
18. Overall the proposed building would be single storey with a relatively low profile and a maximum height of 3.2m which is comparable with existing structures on the site. It is acknowledged that there would be an uplift in the scale of development on the site however this is not considered to result in an unacceptable neighbour impact as discussed above. The proposed green roof of the building is considered to soften the appearance of the building when viewed from neighbouring occupiers. All window openings would face the courtyard area within the site and due to the single storey nature of the building, the proposal is not considered to result in an undue overlooking impact.
19. In terms of noise disturbance, it is acknowledged that school uses can generate noise during breaks and when school starts and finishes. The proposal is for the annex to open to pupils from 8am and the school day ending at 3:45pm and after school clubs ending and the last pupils leaving by 5pm. Throughout the day there will be four breaks of no more than 30minutes each. Acoustic fencing and landscaping is proposed for the boundaries with external areas. Pupils at the annexe would walk to the main school building three times a week for both PE lessons and assemblies. Whilst it is acknowledged that there would be inherent noise impacts resulting from the proposed use, these would be confined to the daytime on weekdays and in term time only. It is also borne in mind that the existing B8 use is unrestricted and has the potential to generate noisy activities at all hours for example. The hours of use of the school can be restricted by condition to ensure that the site is not used in the evenings or weekends.
20. Environmental Health have requested that conditions are attached relating to noise insulation for the building, acoustic details of any plant equipment and details of a Method of Construction Statement for

the construction stage of the development.

21. It is acknowledged that the site is relatively constrained with neighbours in relatively close proximity. The contractors carrying out the development can be required to be part of the Considerate Constructors Scheme by condition and a detailed Method of Construction Statement can be secured by condition detailing how the impacts on neighbours would be mitigated.
22. Overall the proposal is not considered to result in an unacceptable noise disturbance impact which would warrant refusal of the application.

Transportation Impact:

23. The existing school is attended by 204 pupils and has a capacity of 242. The proposed annexe would have capacity for 72 pupils which would increase the capacity of the school by around 30% which is considered significant. The resulting transportation impact therefore needs to be carefully considered.
24. The site lies within Controlled Parking Zone (CPZ) which operates between 8am-6.30pm Mondays to Saturdays. On-street parking in the area is generally restricted to residents' permit holders only during those times, but parking close to the site is further constrained by zig-zag markings for a zebra crossing to the east, 'School Keep Clear' markings for the Convent of Jesus & Mary College nearby, double yellow lines across the site access and at the junction with St. John's Avenue and a kerb build-out to the west.
25. Crownhill Road is not listed in Appendix TRN3 of the Brent UDP (2004) as a 'heavily parked street', but nearby residential side roads, including St. John's Avenue and Burns Road, are. The public transport accessibility to the site is good (PTAL 4).
- 26.
27. Parking standards for schools are set out in policy PS16 of the Brent UDP (2004) which allows up to one space per five staff, plus 20% for visitors parking with a minimum of one space. The proposed annexe is identified as employing four staff and so the maximum parking standard is considered to be two spaces. No off-street parking is proposed which means the standard would be complied with. Standard PS12 also requires consideration to be given to the impact of vehicles parking at the start and finish of school sessions on traffic flow, highway safety and residential amenity.
28. The existing School operates a Travel Plan which has been awarded 'Gold' status for three consecutive years which is the highest accreditation under Transport for London's STARS accreditation scheme which recognises the efforts of schools in promoting sustainable travel and colleagues in Brent's Transportation Unit regard Maple Walk School as being one of the most proactive in the borough in promoting non-car travel. The school does this by discouraging parents from arriving by car at the school gates, promoting car pooling and operating a 'walking bus' whereby pupils are dropped off nearby in Longstone Avenue and are walked to the school in groups.
29. The applicant has provided the results of a Travel Plan Survey for 2013/2014 which suggests that 72% of pupils reached school by non-car means. Of those who arrived by car, 17.5% parked and walked, 5.5% shared cars with others and 5.5% arrived by car alone.
30. The applicant provided a Transport Assessment and Parking Survey covering one weekday which found that there was sufficient capacity for on-street parking in the area. The Transport Assessment predicted that the original proposal (with a capacity of 88 pupils) would generate 25 additional car trips a day, 15 of which would be 'park and walk' trips and a further 5 being in shared cars on existing trips, leaving 5 additional trips to the school itself. Overall the Transport Assessment found that the proposed annexe would have an acceptable transportation impact when viewed in the context of the operation of the existing Travel Plan.
31. Additionally the applicant has provided details of the current catchment of 194 of the 204 pupils at the school. Out of 194 pupils 166 reside in Brent which equates to 86%. Officers determine that the majority of these pupils live within a two mile radius of the school which suggests that it is realistic that pupils arrive predominately by non-car modes. Clarification has been sought as to the remaining 10 pupils not included in the catchment information, in any case this number of pupils would not change the overall percentage figure significantly.
32. Officers requested additional Parking Surveys covering an entire week which were carried out by the applicant and submitted. The additional parking surveys were consistent with the previously submitted survey in showing an acceptable level of parking availability in the area. It subsequently came to Officers' attention however that parents may have been alerted to the operation of the parking surveys and

advised to not park in the surveyed streets which would distort the findings of the survey. The school maintains however that it is their policy to discourage parents from arriving at the school by car.

33. Whilst the integrity of the additional parking surveys can be called into question, it should be borne in mind that the school already operates a good quality Travel Plan and 86% of pupils live within Brent and most of these within two miles of the school. The Council's Transportation Unit has been consulted and raised no objection to the original proposal (which was for a larger annexe with a capacity of 88 pupils) and visited the site themselves on at least two occasions during the morning 'school run' period. Officers in Transportation have been made aware of the situation regarding the additional parking standards and reiterate that they do not object to the proposal subject to the Travel Plan being updated.
34. The site has an existing vehicle crossover with a relatively narrow entrance of 2.5m in width. It is intended that vehicles would not have access to the site with the access serving pedestrians only. The Transportation Unit therefore require the existing crossover to be re-instated as a footpath and recommend that railings are erected outside the site entrance in the interests of pupil safety. This can be secured by condition. As discussed earlier in the report, as the building would act as an annexe to the main school building there would inevitably be movements of pupils between the two sites, the entrances of which are approximately 100m away from each other and separated by St John's Avenue. The immediate area already features traffic calming measures including raised table and tactile paving and the Transportation Unit are satisfied that these arrangements are acceptable in terms of safety. Storage for 12 bicycles and 10 scooters would be provided which would exceed minimum standards and is considered acceptable. Bin storage is identified on the access path and collection would be arranged with a private contractor as is the case with the existing school site.
35. Considering the points discussed above and subject to conditions, the proposal is considered to have an acceptable transportation impact.

Design:

36. The proposed building would be single storey and would not be prominent in the street scene due to its position to the rear of existing dwellings. The proposed building would be finished in brickwork with aluminium windows and a green roof would be provided. Details of proposed materials and details of hard and soft landscaping can be secured by condition. A flat roofed building of the size proposed is considered appropriate for the site and the proposal is considered a visually acceptable building which has an acceptable impact on the character of the area.

Contamination:

37. Due to the historic use and storage of materials on the site, there is potential for contamination of the soil. Officers in Environmental Health therefore recommend conditions are attached to ensure adequate investigation and remediation of any contamination.

Conclusion:

38. Overall and subject to conditions, the proposal is considered an acceptable form of development in principle which would expand primary school provision and have an acceptable impact in terms of visual and neighbouring amenity and in terms of transportation. The proposal therefore accords with policies in the Brent Unitary Development Plan (2004), Core Strategy (2010), London Plan (2011) and the NPPF (2012) and is recommended for approval.

CIL DETAILS

The proposed development would not be liable to pay Community Infrastructure Liability (CIL) contributions as there is a nil charge for education facilities under both the Mayoral and Brent charging schedule.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 14/4241

To: Mr Christopher Wickham
Christopher Wickham Associates
35 High Street
Highgate
London
N6 5JT

I refer to your application dated 24/10/2014 proposing the following:
Demolition of existing garages and erection of a single storey building to provide Junior School Annex to Maple Walk School with associated play area, waiting shelter, cycle storage and new fencing (amended plans and description)
and accompanied by plans or documents listed here:
See Condition 2.
at Garages rear of 32, Crownhill Road, 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 Overall and subject to conditions, the proposal is considered an acceptable form of development in principle which would expand primary school provision and have an acceptable impact in terms of visual and neighbouring amenity and in terms of transportation. The proposal therefore accords with policies in the Brent Unitary Development Plan (2004), Core Strategy (2010), London Plan (2011) and the NPPF (2012).

- 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):

A-101
A-01 Rev.A
A-02 Rev.C
A-04 Rev.C
A-05 Rev.C
Planning, Design and Access Statement dated October 2014 from Christopher Wickham Associates
Transport Assessment from Paul Mew Associates dated October 2014

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

- 3 No development shall be carried out until what time as the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy

- 4 The boundary treatments identified on the approved plans listed in this notice shall be erected on site prior to the first occupation of the development hereby approved and thereafter retained in perpetuity unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of neighbouring amenity.

- 5 Notwithstanding the provisions of Class M, Part 7, 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), no extension, enlargement, addition or structure other than those approved by this permission, shall be constructed on the site unless a formal planning application is first submitted to and approved by the Local Planning Authority.

Reason: To prevent an overdevelopment of the site and in the interests of neighbouring amenity.

- 6 The school annexe hereby approved shall not be open to pupils before 8am or after 5pm Mondays-Fridays and shall not be open to pupils at all on Saturdays or Sundays.

Reason: In the interests of neighbouring amenity.

- 7 Details of materials for all external work 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.

- 8 Prior to the first occupation of the development hereby approved, an updated Travel Plan incorporating the school annexe hereby approved, shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in full.

Reason: To ensure the annexe is incorporated into the existing Travel Plan and to ensure the development is acceptable in transportation terms

- 9 Prior to the commencement of the development hereby approved, a detailed Construction Method Statement shall be submitted to and agreed in writing by the Local Planning Authority outlining measures that will be taken to mitigate dust, noise and other environmental impacts of the development. Development shall thereafter take place in accordance with the agreed details.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance

- 10 A scheme of sound insulation measures shall be submitted to the Local Planning Authority and approved in writing prior to the first occupation of the development hereby approved. The insulation shall be designed so that noise from the premises shall be at least 10 dB(A) below the measured background noise level at the nearest noise sensitive premises. The approved measures shall thereafter be implemented in full prior to the first occupation of the development hereby approved.

Reason: In the interests of neighbouring amenity.

- 11 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be at least 10 dB below the measured background noise level when measured 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'. It should be assumed that each item of plant incurs a +5dB(A) penalty to account for tonal qualities, unless it can be demonstrated that tonal qualities do not apply. An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved. The plant shall thereafter be installed and maintained in accordance with the approved details

Reason: In the interests of neighbouring amenity.

- 12 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 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. The written report is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site

- 13 Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full prior to commencement of building works on site. A verification report shall be provided to 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 prior to the first occupation of the development hereby approved 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.

- 14 The development hereby approved shall have a green roof as indicated by the approved plans. Prior to the commencement of occupation of the proposed unit, details of the green roof layout, construction and planting shall be submitted to the Local Planning Authority. Such details/considerations will include:
- Biodiversity based with extensive substrate base (depth 80-150mm);
 - Planted/seeded with an agreed mix of species within the first planting season following the practical completion of the building works (focused on wildflower planting, and no more than a maximum of 25% sedum coverage) and details of maintenance.

Development shall thereafter be carried out and maintained in accordance with the agreed details.

Reason: In the interests of visual and neighbouring amenity.

- 15 A hard and soft landscaping scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the development hereby approved. All detailed works shall be carried out as approved prior to the occupation of the building hereby approved. Such details shall include:
- (i) details of soft landscaping including the planting of trees, shrubs and climbing plants and species and pot sizes/spacing
 - (ii) details of materials to be used in areas of hard surfacing

Any trees or plants planted in accordance with the approved 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 in the interests of local amenity.

- 16 Prior to the first occupation of the development hereby approved, the existing dropped kerb serving the site shall be removed and the kerb and footpath reinstated and safety railings provided at the cost of the developer and to the satisfaction of Transportation Section at Brent Council, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of highway safety and convenience.

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 You are advised that that construction and demolition work is controlled by the Council under Section 60 and 61 of the Control of Pollution Act 1974, and the British Standard Codes of practice 5228:1997 Parts 1 to 4. In particular, building work that is audible at the boundary of the site shall only be carried out between the following hours:

Monday to Friday - 08.00 to 18.30
Saturdays – 08.00 to 13.00
Sundays and Bank Holidays – No noisy works at all

- 3 The removal of a crossover fronting Crownhill Road including the reinstatement of the public footpath shall be carried out by the Council as the Local Highway Authority at the applicant's expense. Such application should be made to the Council Highway Consultancy. The grant of planning permission, whether by the Local Planning Authority or on appeal does not indicate that consent will be given under the Highways Act.

Any person wishing to inspect the above papers should contact David Raper, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 020 8937 5368