

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

9 May, 2016  
08  
16/0077

## SITE INFORMATION

**RECEIVED:** 8 January, 2016

**WARD:** Stonebridge

**PLANNING AREA:** Brent Connects Harlesden

**LOCATION:** The Stonebridge School Site & Adventure Playground, Shakespeare Avenue, Stonebridge Estate Open Space, Hillside and Open Space, Milton Avenue, NW10

**PROPOSAL:** Hybrid planning application comprising: Full planning permission for the demolition of the Former Adventure Playground; the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building; reconfiguration of Stonebridge Primary School's playground including the provision of two Multi-Use Games Areas and the erection of new perimeter fencing and the creation of 1.2ha of public open space with associated ancillary works ("Phase 1").

AND

Outline planning permission for the erection of an apartment block up to 6-storey's comprising up to 51 residential units (16x 1bed, 25x 2bed and 10x 3bed flats) and 246sqm of commercial floorspace (Use class A3) and car parking at ground floor at Stonebridge Open Space, Hillside, the reconfiguration of Shakespeare Avenue, access to the residential units and up to 22x 3-storey houses (use class C3) at Open Space, Milton Avenue with all matters reserved.("Phase 2").

**APPLICANT:** The London Borough of Brent

**CONTACT:** Mr Jon Grantham

**PLAN NO'S:** (See Condition 2)

**LINK TO  
DOCUMENTS  
ASSOCIATED TO  
THIS  
APPLICATION**

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## SITE MAP



### Planning Committee Map

Site address: The Stonebridge School Site & Adventure Playground, Shakespeare Avenue, Stonebridge Estate Open Space, Hillside and Open Space, Milton Avenue, NW10

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This map is indicative only.

## SELECTED SITE PLANS SELECTED SITE PLANS



Existing site plan



Proposed site plan



Proposed school extension elevation AA

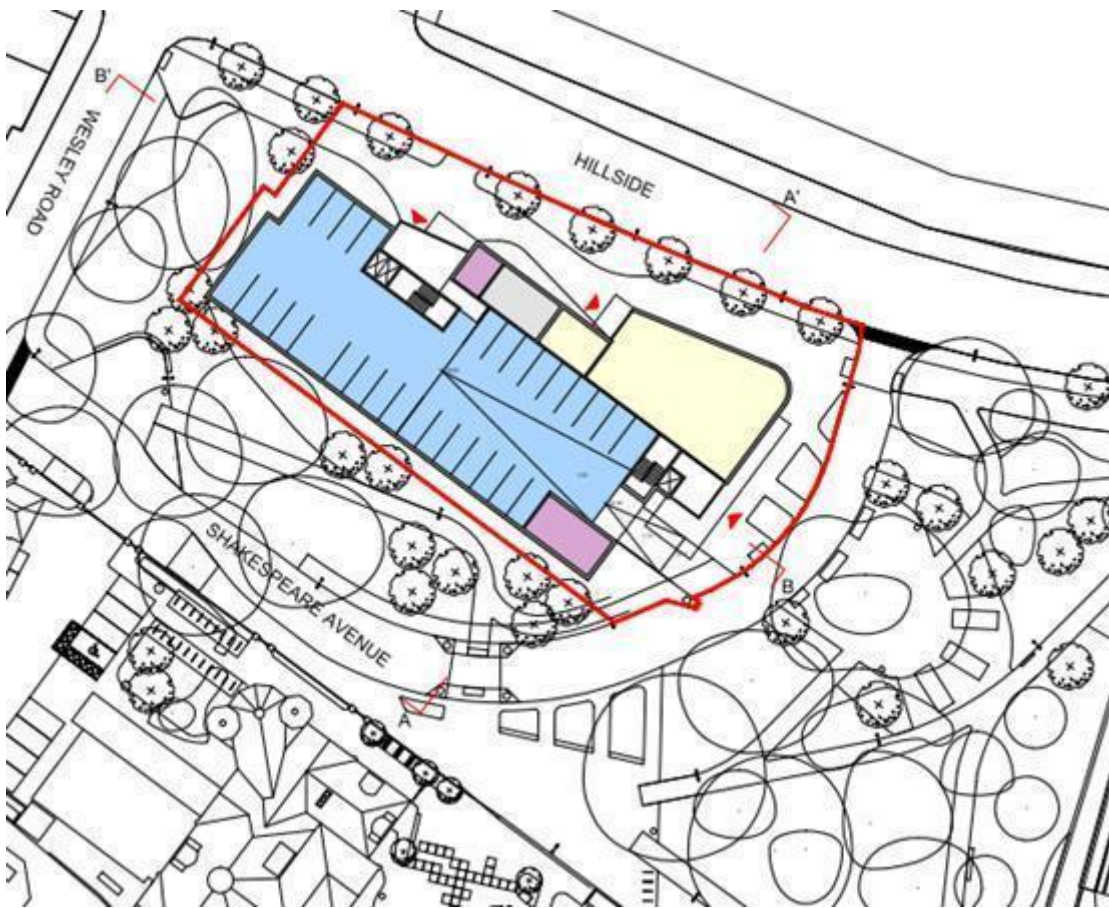


Proposed school extension elevation BB



Proposed school extension elevation CC





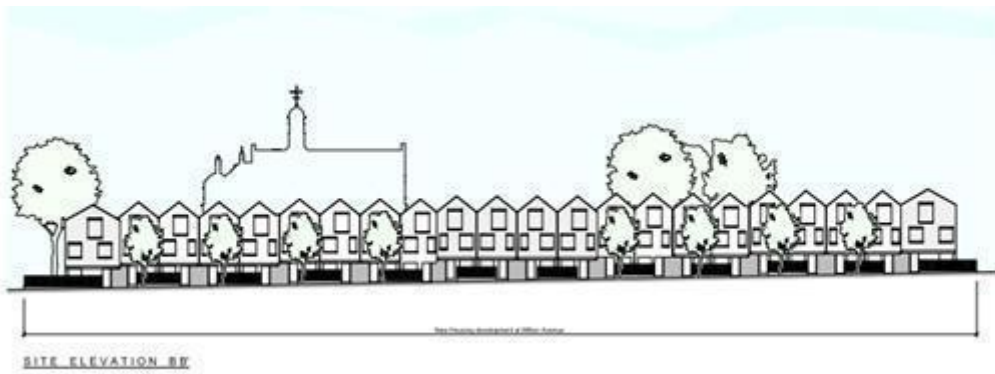
Siting of proposed Hillside housing



Section plan of proposed Hillside housing



Milton Avenue housing



Milton Avenue housing proposed elevation





General arrangement plan (proposed)

## RECOMMENDATIONS

Grant consent subject to referral to the Secretary of State, subject to the conditions set out in the Draft Decision Notice.

### A) PROPOSAL

Hybrid planning application comprising: Full planning permission for the demolition of the Former Adventure Playground; the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building; reconfiguration of Stonebridge Primary School's playground including the provision of two Multi-Use Games Areas and the erection of new perimeter fencing and the creation of 1.2ha of public open space with associated ancillary works ("Phase 1").

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A3) and car parking at ground floor at Stonebridge Open Space, Hillside, the reconfiguration of Shakespeare Avenue, access to the residential units and up to 22x 3-storey houses (use class C3) at Open Space, Milton Avenue with all matters reserved. ("Phase 2").

## **B) EXISTING**

The application site contains Stonebridge Primary School, the former adventure playground and public open space. Hillside runs along the northern boundary of the site, and this provides access to the school via Wesley Road and Shakespeare Avenue. To the east and south of the site are residential properties, and to the west of the site is Our Lady of Lourdes Catholic Primary School.

Running north-south within the site is a canal feeder which connects the River Brent to the Grand Union Canal. The feeder is designated as a Site of Borough Importance for Nature Conservation (SBINC) Grade II, and a wildlife corridor.

Stonebridge School is Grade II Listed, the listing also applies to other ancillary buildings, boundary walls, gates and railings within the curtilage. This is not within a designated Conservation Area.

## **D) SUMMARY OF KEY ISSUES**

**Land Use and Nature of Application:** This application seeks full planning permission for the expansion of Stonebridge School from 2FE to 3FE. The works include a two storey extension, a bridge link to connect this to the main school building, alterations to the existing school building, which is Grade II Listed. Other associated works are proposed to the school playground and ancillary buildings. This is an existing school site and the principle of expansion is considered acceptable.

Full planning permission is sought for works to reconfigure and re-orientate the existing open space and provide improvements to this in terms of new opportunities for play.

Outline permission is sought, with all matters reserved for residential development proposed on part of the existing Hillside open space, and along Milton Avenue.

**Impact on a designated heritage asset:** Stonebridge School is Grade II Listed. The refurbishment and extension of Grade II Listed building together with associated external works, and reconfiguration of existing school playground is considered in terms of does this preserve the significance of the designated heritage asset.

**Impact on open space:** Outline permission is sought for a residential building on part of Hillside open space. The overall quantum of open space is not reduced due to the proposed reconfiguration and re-orientation of this, involving land that accommodated the former adventure playground. The open space improvements will provide new opportunities for play and recreation.

**Landscaping, trees and ecology:** A number of existing trees within the site will be removed, but equally a large number of existing mature trees will be retained. New trees and landscaping is proposed as part of the proposal. The application site is a designated Site of Importance for Nature Conservation (SINC) Grade II and the canal feeder a designated wildlife corridor. Ecological improvements are proposed through the proposed naturalisation of a section of the canal feeder.

**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:** Sufficient levels of vehicle parking and cycle parking are proposed on site. The proposed school expansion can be supported on highway grounds through the continued implementation of the existing school Travel Plan. The scheme will secure highway improvement works to the school entrance on Shakespeare Avenue, and the proposed creation of an alternative pedestrian entrance from the east will ease pressure on the Shakespeare Avenue entrance, which is welcomed. Further access and highway improvement works will come forward at reserved matters stage when detailed permission for access to the residential building on Hillside is sought. The access road that has been presented as an extension of Shakespeare Avenue is indicative only and officers will be expecting the applicants to explore alternative means of access (as set out in the remarks section).

## 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				7751	7751
Non-residential institutions	3914		335	1628	5542
Restaurants and cafes				246	246

### Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
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## RELEVANT SITE HISTORY

*16/0077 - Concurrent application recommended for approval.*

Listed building consent for internal refurbishment works to include new WC suites throughout, new staircase and DDA compliant lift shaft in a central bay on all three floors, replacement of non-original existing double door with a window and new double doorway created in the adjacent existing window with associated ancillary works, part removal of boundary wall (in playground), demolition of an outbuilding and playground WC's and the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building.

*16/0073 - Concurrent application recommended for approval. This is linked to the hybrid application as the affordable housing is being provided off-site.*

Outline planning permission for the demolition of the Former Day Centre and erection of 15 x houses up to 3-storeys in height (use class C3), one apartment block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height (use class C3) and one apartment block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays **with all matters reserved** (as amended).

## CONSULTATIONS

A total of 635 addresses were consulted on 12/02/16, which is in accordance with SPG2 consultation requirements.

Press Notice 18/02/16

Site Notice 11/02/16

To date no representations have been received.

### STATUTORY CONSULTEES

#### Stonebridge Ward Councillors -

No representations received.

#### Local Lead Flood Authority -

The site falls within the Flood Zone 1 and the risk of flooding is considered to be low. There is a canal feeder adjacent to site and their report indicates that they are proposing to modify this watercourse which will be beneficial to new development and also improve the water quality.

The applicants are following the guidelines in the London Plan and reducing the discharge to existing drainage system. It would be preferable to see more permeable paving and utilise green roof to reduce the

flow and consider rain water harvesting.

### **Transportation -**

Subject to:-

- (a) a S38/S278 Agreement under the Highways Act 1980 to: (i) construct the proposed reconfiguration to Shakespeare Avenue; (ii) construct sheltered parking lay-bys and footway extensions along Wesley Road, together with no entry restrictions and a raised table at its junction with Hillside; (iii) widen and resurface the footway of Hillside along the site frontage, including the provision of a highway verge and tree planting; (iv) resurface the footway along the Milton Avenue frontage of the site, together with all associated lighting, signing, lining and drainage and other ancillary and accommodation works and works necessary to statutory undertakers' equipment;
- (b) and implementation of the proposed Residential, Retail and School Travel Plans;

there would be no objections on transportation grounds to this proposal.

A condition is recommended requiring the provision of four electric vehicle charging points for the school.

It is noted that detailed reserved matters applications for the flats will need to address access to refuse storage for collection, margins to the car park access ramp, disabled parking, publicly accessible cycle parking and loading for the café.

### **Heritage & Conservation Officer -**

The proposal in so far as it relates to Stonebridge School is considered acceptable in principle.

In conclusion then it is considered that these works do not cause substantial harm to the significance of the heritage asset. The approach to the adaptation of the school building is considered sympathetic to the historic fabric, retaining its features of significance. The new school structures are contemporary in design and are considered to make a positive contribution.

### **Environmental Health -**

No objection raised, conditions have been recommended related to internal noise levels, construction noise and dust, air quality, lighting and odour.

### **Sustainability Officer -**

No objection raised.

### **Tree Officer -**

No objection raised. There are some concerns about the proposed tree loss, but the reconfigured open space and replacement planting strategy provides the ideal opportunity to select tree, shrub and perennial plant species that will enhance the biodiversity credentials of the SINC area. A large number of mature trees will remain throughout the site and it is essential that provision is made through the use of conditions.

### **Affordable Housing -**

No objection raised, subject to conditions to secure affordable housing following the submission of a detailed financial viability assessment at reserved matters stage..

### **Recycling & Waste (Public Realm) -**

No response provided.

### **Historic England -**

No objection has been raised. The merit of the bridge linking element has been questioned as it is considered this will have some degree of impact on the south eastern elevation, which is well composed and highly visible from various positions. It is considered the partial obscuring of the elevation will cause a degree of harm to the listed building, and the Local Authority should be assured that this harm is outweighed by clear public benefits, and that the same benefits could not be achieved by a proposal that omitted the link.

Historic England confirm they do not wish to be consulted again and that this application should be determined on the basis of your specialist conservation advice.



## **The Victorian Society -**

No response received.

## **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)

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.

- National Planning Practice Guidance (NPPG)
- Technical Housing Standards 2015
- London Plan 2015
- Mayors Housing SPG 2012
- 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**

### **Proposals:**

1. There are three main components to this Hybrid application;-
  - (a). The refurbishment and extension of Grade II Listed Stonebridge Primary School from 2 to 3 form entry, together with associated external works, and reconfiguration of existing school playground.
  - (b). Demolition of the former adventure playground, the re-orientation, enlargement and landscaping of open space along Hillside and leading along the existing canal feeder in a linear form.
  - (c). The provision of residential development fronting Hillside and along Milton Avenue. Off site housing provision is also proposed on the Stonebridge School annexe site, on Twybridge Way which is the subject of application 16/0073, but linked to this application by affordable housing delivery, which is discussed in further detail below.

### **Need and the case for school expansion:**

2. A report was submitted to Brent Cabinet on 1 June 2015 which set out the case for permanent expansion from a 2-form entry to a 3-form entry school.
3. In October 2014 a new School Place Planning Strategy was approved, this established the need for a continuing programme of additional school places within the Borough. The plan was updated in November 2015 and identified a need to provide 23 additional primary forms of entry by 2018. The Strategy set out which schools were identified for expansion, and this strategy included Stonebridge Primary School.
4. The current permanent capacity of the school is 420. To meet additional demand, from autumn 2012 the school began accepting pupils in a temporary annexe building which has additional capacity of 180. The site is known as Former Day Centre, and is a short walk away on Twybridge Way, approx 450m away.

The education of children in off site annexes is not educationally desirable, nor is it considered to be cost effective in the long-term. The proposed school expansion will allow these 180 off-site pupils to be accommodated within the main school and 3-form entry will allow the school to consolidate everything on one site and increase its pupil roll from 600 to 630.

#### **Context:**

5. Instead of looking at the expansion of the school in isolation wider enabling development is proposed which seeks the redevelopment of land at Hillside and Milton Avenue to provide new homes, a new area of public open space (1.2ha), and access improvements. All these elements are proposed as part of this Hybrid application, with the proposed residential elements on Milton Avenue and Hillside and the reconfiguration of Shakespeare Avenue being presented in outline form at this stage with all matters reserved.
6. The re-locating of pupils from the annexe building on Twybridge Way will render this site redundant for the school's needs. This creates the opportunity for the site to be redeveloped for housing, comprising both market housing and affordable housing. An application has been submitted in outline form parallel to this (ref; 16/0073) which entails the demolition of the Former Day Centre and erection of 15 x houses up to 3-storeys in height, one residential block comprising 5 x 1bed and 7x 2bed flats up to 5-storeys in height and one residential block comprising 28x 1bed flats up to 5-storeys in height with an element of care (use class C3b) and a new one-way access loop road and on-street parking bays. The proposed C3b residential accommodation is intended to be New Accommodation for Independent Living (NAIL), which provides supported living accommodation for adults with physical and learning impairments. Brent has identified a housing need for this particular type of accommodation.
7. The Day Care Centre proposals (ref; 16/0073) are intrinsically linked to this application through the school expansion programme and the provision of affordable housing, which can only be achieved by the expansion of Stonebridge School as this will leave the annexe school building vacant, thus releasing this site for residential development.

#### **FULL**

##### **Stonebridge School extension and associated works:**

8. As explained above the school refurbishment and extension programme it to facilitate expansion from 2 to 3 form entry. This will allow the main (expanded) school to accommodate the off-site bulge classes currently at the annexe site on Twybridge Way.
9. The main constraint to these proposals is the Grade II Listing, which applies to the main school building, ancillary buildings, boundary walls and railings. Given the Listing the proposals have been subject to extensive consultation, including pre-application consultation with the Council's Principal Heritage and Conservation Officer and Historic England, neither of whom raises objection to the proposals. The Victoria Society have not yet provided a response.
10. The existing Listed Building is to be refurbished internally to meet modern teaching requirements, and to include new WC suites throughout, a new staircase and DDA compliant lift core within the existing building envelope which ensure DDA compliance.
11. A new bridge link element is proposed at first floor to connect the main school building to the proposed new teaching accommodation. This is proposed over two levels (1500sqm).

##### Internal alterations within the school:-

12. The internal works of demolition are to stud partitions and later fitted out parts which have little or no architectural or historic interest. It is considered these alterations will not adversely harm the integrity of the listed building.
13. The proposal to install a new main stair, lift and WC core within the existing envelope will have limited impact on the overall integrity of the listed building.
14. Three new classrooms are proposed within the central hall at first floor level. These are to be constructed of simple stud partitions and are considered to be lightweight and reversible in nature and will not adversely harm the historic fabric.

#### Alterations within the curtilage:-

15. It is proposed to remove the existing covered shelter to the rear playground and the adjoining WC block. The removal of the shelter is regrettable in the view of your Heritage and Conservation Officer but the better example of this, which is the Ann John Centre building, at the northern end of the playground is to be retained, so on balance this is considered acceptable.
16. To facilitate access to the playground and emergency vehicle access a section of railings (approx 8.7m long) will be removed. The termination of the railing is proposed to be constructed with a brick pier and ornamental stone capping to match existing. It is considered that its removal in part only will not adversely harm the heritage asset.

#### Link building:-

17. A bridge link is proposed to connect the new teaching building to the first floor level of the main school building. This will have minimal impact on the Listed Building in terms of physical alterations, affecting a window opening only. The bridge link has been designed as a lightweight feature, clad entirely in translucent polycarbonate and supported on freestanding columns. This addition could be easily reversible in the future and provides an interesting element which allows the main body of the historic school as well as its decorative facades and profile to remain prominent and intact.

#### New school building:-

18. To minimise the impact on the historic school the new building is set away from the main building by 18m and is significantly lower in scale and massing. The new building will be faced with redbricks at ground, with a grey zinc tiled surface at the upper level. The assembly hall element fronting the open space will be clad in dark bronze zinc. The architectural style, detailing and materials are considered to make a positive contribution to the character of the area.

#### School playground works:-

19. The school playground will be reconfigured at the same time to make this more useable and to make the most efficient use of the limited space available. Two new multi-use games areas / pitches (MUGA's) are proposed in the eastern corner of the site. The playground will be re-surfaced with colourful thermoplastic play markings which will add interest for the pupils. New play surfacing will be installed, this will comprise tiger mulch recycled bound rubber and new paths will be constructed of self binding gravel. The hard landscape will be complemented and softened by a landscape strategy that is to include wildflower meadow turf, general amenity turf, ornamental planting and trees. This will significantly improve the current play offer for pupils.

#### Impact on heritage asset:-

20. Stonebridge School is designated Grade II because of its special architectural interest as a London suburban board school built on an urban scale. It was constructed between 1899-1900 by Willesden School Board, Middlesex, to the designs of GET Laurence. It demonstrates the high standards of school design achieved by some school boards on the metropolitan fringes. It is in a bold and distinctive rendition of the Queen-Anne style with good detailing and a striking silhouette. The School Board for London developed the characteristic Queen Anne style as a secular alternative to the Gothic of Anglican schools. The school and outbuildings constitute a well preserved ensemble with strong group value.
21. The impact of the proposed development on the setting of these important designated heritage assets needs to be given special consideration, and has been duly considered by the Council's Principal Heritage and Conservation Officer. In accordance with the NPPF the application has been accompanied by a Heritage Statement (set within the Design & Access Statement) which considers the impact of the proposals on the historic environment.
22. The NPPF defines the setting of a Heritage Asset as "*The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral*".
23. In terms of assessing harm to designated Heritage Assets the NPPF states "*Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent*". Where the harm to the designated Heritage Asset is less than substantial the NPPF sets out that "*this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use*". The NPPF suggests that less than substantial harm to a designated heritage asset may be acceptable, provided that any harm is outweighed by the



public benefit of the proposal. However, in making a balanced judgement in respect of any harm to a designated heritage asset versus the public benefit of a proposal, regard must be given to the statutory test set out in the Planning (Listed Buildings and Conservation Areas) Act 1990.

24. Section 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out that " *In considering whether to grant planning permission for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses*". This statutory test sets out a presumption against development where there would be harm to the setting of a listed building and therefore special regard, and great weight, has to be given to any harm to the setting of the grade II listed Stonebridge School in making the balanced judgement required by the NPPF, in respect of any less than substantial harm to the designated heritage asset.
25. Historic England do not object to the proposal to extend the school but have made comments regarding the bridge link extension, and the potential impact this has on the well composed and highly visible southern elevation. Adding that paragraph 134 of the NPPF 2012 states that harm to a designated heritage asset should only be permitted if outweighed by public benefits, and that officer's should be assured that the same benefits could not be achieved by a proposal which omitted the bridge link. They have advised that the Council should determine the application in accordance with national and local policy guidance and on the basis of the specialist advice from the Council's Heritage and Conservation Officer.
26. The Council's Heritage and Conservation Officer considers that the bridge link provides an element of fun, and that this allows the main body of the historic school as well as its decorative facades and profile to remain intact and prominent. It also ensures DDA compliance for access between the existing and the new. In relation to the two-storey extension building it is considered that the architectural style, detailing and materials will contribute positively to the character. The position set out by the Council's Principal Heritage and Conservation Officer is that on balance it is that these works would not cause substantial harm to the significance of the designated heritage asset, it allows retention of the buildings historic fabric and features of significance. The point is also made that new works will be easily reversible, therefore protecting the building's integrity and plan form. For these reasons it is considered the proposal will sustain the significance of the designated heritage asset.
27. Overall, officers consider that whilst the proposed development would clearly have some impact on the existing Grade II Listed school building, there is a public benefit associated, and as set out above it is considered the works will sustain the significance of the heritage asset. This will facilitate much needed school expansion and overall the impact would be acceptable in accordance with national and local policy guidance.

Transport considerations of school expansion:-

28. Stonebridge Primary School has an existing two-form entry intake (420 pupils) on this site, with six additional temporary bulge classrooms for 180 pupils on an annexe site at Twybridge Way, which takes the overall existing accommodation to 3-forms of entry across the two sites.
29. This proposal involves the erection of a new two-storey building to accommodate four reception and nursery classes and six classrooms for years 1 and 2, in order to increase the accommodation on this site to 630 pupils for 3-form entry.
30. As such, accommodation for all pupils would be consolidated onto one site, which is generally welcomed in terms of minimising travel between the two sites.
31. Car parking allowances for school uses are set out in standard PS12 of the adopted UDP and allow up to one space per five staff, plus 20% for visitors. Staffing numbers on this site are expected to increase from 79 f.t.e. staff to 110 staff and on this basis, the car parking allowance would rise from 18 spaces to 26 spaces.
32. The existing car park currently accommodates up to about 15 cars (with a further 16 spaces available at the Twybridge Way site), but is not particularly well laid out as turning space is restricted at the far end of the car park. This proposal includes the enlargement of the car park to accommodate an increased total of 16 spaces (which still accords with maximum allowances), including a wide, marked disabled space to satisfy Standard PS15. The layout is also to be improved to ensure adequate manoeuvring is provided for each parking space.

33. At least four of the proposed spaces should be provided with electric vehicles charging points, and this shall be secured by condition.
34. Standard PS16 requires at least one bicycle parking space per ten staff, giving a requirement for at least 11 spaces for the expanded school on this site. Two bicycle enclosures are proposed alongside the car park at the front of the site with total capacity of 20 stands (40 spaces) for use by students and staff and these are welcomed.
35. Servicing arrangements have not been detailed, but a delivery or refuse vehicle could continue to reverse into the car park and temporarily obstruct staff parking spaces or stand on Shakespeare Avenue to service the site, as at present. Fire tender access is proposed to be retained to the playground on the eastern side of the main school building.
36. Access to the car park remains in its existing location, but as part of the highway works, the condition of the crossover to the site will be improved to replace the concrete surfacing with a more attractive finish and to ensure the crossover width matches the width of the gates.
37. Pedestrian access to the school from Shakespeare Avenue remains unaltered, but a new school entrance is also proposed from the adventure playground site on the eastern side of the school, which is to be opened up as public open space. This is very much welcomed, opening a traffic-free approach to the school from the Stonebridge estate to the east. This may also help to spread some of the school drop-off and pick up activity away from Shakespeare Avenue to Johnson Road.
38. Standard PS12 also requires consideration to be given to the impact of educational proposals on traffic and parking conditions in the area at the start and finish of sessions. To this end, the site was visited by Brent's Transportation officers at the start and finish of the school day on Monday 29<sup>th</sup> February 2016.
39. At the start of the day (8.15am), six cars were observed as parked in Shakespeare Avenue, with four further cars within the school car park. Between 8.20am and 9am, a total of 34 cars were observed entering Shakespeare Avenue to drop children at either this school or the adjoining Our Lady of Lourdes School, with six further cars entering the school car park.
40. In the afternoon, seven cars were observed parked at 3.10pm, with a further 19 cars arriving to collect children from the two schools between 3.10pm and 3.45pm.
41. The maximum number of cars parked within Shakespeare Avenue and Wesley Road at any time was 16, which significantly exceeds the legal on-street parking capacity of the streets. This was as a result of vehicles stopping on double yellow lines in Wesley Road (which is lawful for the setting down and picking up of passengers) and the SCHOOL KEEP CLEAR markings.
42. Parking beat surveys provided in the Transport Assessment for July 2015 showed approximately 50% more parking in these streets than was observed by Brent's officers.
43. As Shakespeare Avenue is cul-de-sac used only by the schools general nuisance to residents is not currently an issue and the only minor congestion was between school parents' vehicles entering and leaving the narrow stretch of Shakespeare Avenue at the same time.
44. However, as a cul-de-sac, all vehicles need to turn around in the street and due to the narrowness of Shakespeare Avenue, many of these were doing so at the junction of Wesley Road and Shakespeare Avenue, in front of the access gates to Our Lady of Lourdes School. This is a concern in terms of pedestrian and pupil safety.
45. Although access is shown as indicative only at this stage, to address this, the option presented is for Shakespeare Avenue is proposed to be extended eastwards to meet Hillside at a location 90 metres east of the junction with Wesley Road, thus forming a loop road in front of the school site. This is welcomed, in terms of removing the need for cars to turn around in front of the school gates.
46. With this option the width of the carriageway of the extended road is shown varying between 5.5m and 6.5m (as it bends towards Hillside), with a pinch point to 3.5m with a speed table part way along its length to provide a traffic calming feature. The general width is appropriate for a local access road and will allow parking along one side.

47. It is noted that the seven existing parking spaces in the lay-by opposite the school would be lost, but the proposed road extension would nevertheless result in a net gain of at least seven spaces in the road.
48. To minimise congestion outside the school, the road is shown with a one-way restriction clockwise, which is welcomed. However, it would be preferable to retain two-way flow along the stretch between Hillside and the entrance to the car park for the flats, to help to maintain unfettered access and egress for residents at school opening and closing times.
49. As a future one-way street, it would be appropriate to also reduce the carriageway width of Wesley Road, by providing kerb build-outs to provide protected parking bays along its eastern side and extending the footway outwards on its western side fronting the adjoining school. An extension of the Shakespeare Avenue footway between the Stonebridge School car park access and Wesley Road would also be appropriate.
50. The location of the proposed new junction onto Hillside is staggered at least 90 metres from any junction on either side in both directions, so does not cause concern in terms of conflicting turning movements from the main road. Sightlines in both directions are also good.
51. Footways along either side of the extended length of Shakespeare Avenue are intermittent though, as footpaths are proposed across the adjoining public open space instead. However, with on-street parking to be encouraged along the street, continuous footways along both sides of the length of the road would be required.
52. Indicative materials include asphalt surfacing for the new length of Shakespeare Avenue and a mixture of asphalt, granite and self-binding gravel for the footways. The use of self-binding gravel in the public highway is not supported though, as it is not robust for heavy wear and tear.
53. To preserve the integrity of the highway and ensure it is clear which areas of footway will form part of the future public highway, there also needs to be a clear line of demarcation and/or contrasting materials between the highway and the privately maintained/parks areas of the site.
54. Notwithstanding the Transportation position set out above in respect of access it is set out below why there are other related concerns with the loop road solution.
55. Any works to reconfigure / extend Shakespeare Avenue, including all lighting, signing, lining and drainage, will need to be carried out via an agreement under Section 38 of the Highways Act 1980 and offered to the Transportation Unit for adoption as public highway. The final design will also be subject to a Safety Audit. Any works sought to Wesley Road would need to be undertaken through an Agreement under S278 of the Highways Act 1980.
56. Works are also proposed to the open space and adventure playground area on the eastern side of the site, straddling the canal feeder. These are welcomed in terms of providing a park with improved pedestrian routes across the site.
57. A total of 19 publicly accessible bicycle stands have been indicated in three locations around the park for the use of visitors, which are also welcomed.
58. A new footbridge over the existing canal feeder close to the western end of Mordaunt Road is proposed to facilitate pedestrian movement to and from the school, whilst the existing footbridge close to the end of Lawrence Avenue also requires upgrading. These works are within open space, so do not directly affect the highway, but should nevertheless be referred to Transportation's structural engineering team for approval in principle to ensure structural integrity.

#### **Open Space:**

59. A newly reconfigured and reorientated high quality area of 1.2ha of open space will be delivered which brings in the former adventure playground site and adjacent unused land into the open space. This will include new formal play for children of a range of ages, as well as opportunity for informal play, an outdoor gym, new community garden and the naturalisation of the canal feeder. These new facilities provide mitigation for the loss of the former adventure playground, which closed in March 2015 and represent a significant improvement on the existing open space. The existing open space is 1.2ha in size,



as such there is to be no net reduction in open space as a result of this proposal.

60. The existing open space fronts Hillside to the north of the school and is largely rectangular in form. The canal feeder runs along one side of this space. There is a significant number of trees, a large majority are self sown, and there are some Category A trees and a large number of Category B trees also. None of the tree's are subject of a preservation order. The space has a series of grass covered mounds and there is a fall in levels across the site of 2.5m from east to west. No formal play space is currently provided within the open space and there is little opportunity for play, activity or community involvement. The dense tree canopy coverage reduces the opportunity for play or recreation. The busy road which is adjacent, Hillside also has an impact on the quality and useability of the space. As it currently exists the space is under utilised and offers little to attract users and make them want to stay and enjoy the space. There is also a lack of pedestrian pathways along key desire lines.
61. In seeking to improve the open space offer the strategy seeks to retain existing mature trees where practical to do so, including a Category A group of trees in close proximity to the school entrance along Shakespeare Avenue which are considered to be of high value. A number of new trees and shrubs will also be planted bringing added ecological benefits. A new naturalised section of the canal feeder will be provided, this will encourage wildlife and biodiversity, which is welcomed as the site is designated as a Site of Importance for Nature Conservation - Grade II (SINC) and a designated wildlife corridor. Also new improved pedestrian connections proposed are crucial to the success of the open space. A new pedestrian bridge will be provided over the canal feeder, the existing bridge will be widened and new legible pedestrian routes through the open will be defined to respond to pedestrian desire lines.
62. New play grounds form part of the improved offer. Two distinct play spaces are proposed. One is to cater for children up to the age of 6, within this will be a toddlers area (0-2 years), and the second play area will cater for children 6 - 14 years. The space for younger children is purposely located in a central area, close to the school extension, in clear view of the gathering space where it will benefit from good natural surveillance.
63. The proposed layout is also to provide seating and picnic areas, new seating alongside the canal feeder and purposely designed gathering spaces.
64. The materials palette aims to give a more natural feel to the space. The proposed extent to which granite sets are to be used as a surfacing material has been met with some concern by officers in Parks which must be duly considered as it is Parks who will be responsible for future maintenance of the open space. It is understood this concern is related to on-going maintenance of this and the cost of maintaining hard surfacing materials such as this. It is suggested therefore that the final layout in terms of surfacing materials be secured by condition, which the applicants and Parks are both agreeable to.
65. At this stage details of seating, tables, all other street furniture, play equipment, outdoor gym equipment, fencing, hardsurfacing materials and any other related features have not been confirmed. A condition is recommended requiring the submission and approval of such details, and this will ensure there is control over the final finished quality. This is confirmed as being acceptable by officers in the Parks department, who will be responsible for future maintenance of the open space.
66. The Council's Landscape Design officer does not support the indicative loop road solution, because of the loss of open space, and the fact this would fragment the open space and potentially generate additional traffic. These concerns are shared by officers, and this will require further detailed consideration at the reserved matters stage. Concerns are raised in respect of the Hillside residential block and the loss of trees that would be associated with this. It is also considered the reconfigured open space is poorly designed in terms of the extent of footpaths proposed, and their potential to impact on existing trees and their root protection area's. To address this point on footpath routes it is recommended that a condition be attached requiring the submission and approval of a revised open space layout which rationalises the extent of footpath construction proposed and the amount of hardsurfacing.
67. The total quantum of open space being proposed does not represent a reduction, this satisfies the NPPF and London Plan policy 7.18. On balance this will provide an improved open space that is more accessible and with much greater potential for use through the range of play equipment and outdoor gym equipment proposed. Through measures such as the naturalisation of part of the canal feeder and new native planting it also will bring added ecological and biodiversity benefits, which are welcomed given the site's proximity to the canal feeder and designated SINC.

## **OUTLINE**

**Re-configuration of Shakespeare Avenue:**

- 68. The indicative new loop road from Shakespeare Avenue, connecting to Hillside. has been presented as a response to existing traffic and congestion that occurs on Shakespeare Avenue and Wesley Road. Both roads are used for dropping off and picking up at Stonebridge School and the adjoining Our Lady of Lourdes School. There is currently no through route on either road and vehicles are forced to turn around and leave via Wesley Road, this currently is the only option.
- 69. Notwithstanding that the Council's Transport officer is supportive of the proposed loop road on transportation grounds officers are concerned that dissecting the open space in this way reduces the quality and useability of the space. Not only this, it is also considered this creates a potential conflict between vehicle users, pedestrians and users of the open space. This new road layout would do little to reduce car journeys to the school, in fact it may well do the very opposite and it has the potential to become a car dominated environment and encourage cars to the school.
- 70. Officers are of the view that there is potential for an alternative solution which would utilise the existing Wesley Road access, and that Shakespeare Avenue could be re-configured to accommodate a vehicle turning area. This may end up being at the expense of a small element of open space, however on balance this is preferable to the alternative presented which is a new road dissecting the open space. Furthermore the amount of open space that may be lost in order to accommodate a suitable turning area would not amount to any more than would be associated with the proposed loop road.
- 71. Your officers have discussed this with the applicants and members of the project team. Who are agreeable to reconfiguration of Shakespeare Avenue being reserved for further detailed consideration as part of the reserved matters submission. Any works that result in the reconfiguration of Shakespeare Avenue will need approval when seeking approval for means of access at reserved matters stage, and this is captured through conditions.

**Residential Development on Hillside and Milton Avenue:**

- 72. The proposed residential elements are presented in outline form only, with all matters reserved for later consideration (appearance, means of access, landscaping, layout and scale). This application is seeking to agree the principle of residential development, without providing details of all elements of the proposal. Therefore what has been presented to date in terms appearance, means of access, landscaping, layout and scale have been shown for indicative purposes only.

*Hillside*

- 73. Residential development is proposed on part of the open space. An apartment block up to 6-storey's is envisaged in the north east section to accommodate up to 51 residential units. The loss of open space that would result is mitigated through the new and improved space that is to be delivered, as discussed above. There would be no overall reduction in the quantum of open space, so development on part of it for housing is acceptable in principle, subject to due consideration for its impact on the setting of the Listed Building and its impact on the existing landscape.

- 74. The housing mix proposed is;-

	<b>1-bed</b>	<b>2-bed</b>	<b>3-bed</b>	<b>Total</b>
Total units	16	25	10	51
Size	51	62	86	
Affordable Rent (80% MR)		7	6	13
Sale/Rent	16	18	4	38

*Impact on the setting of Stonebridge School Listed Building*

- 75. The relationship of the school building to its setting is one that has changed over time as the regeneration of Stonebridge has taken place, with a number of new buildings of varying scale and heights having been built or currently in the process of being completed nearby. The setting of the Listed Building is very much associated with surrounding open landscaped areas.
- 76. The dense tree coverage across the existing Hillside open space creates a buffer between the building and Hillside, and reduces visibility of the school building from views along Hillside. It is more visible from oblique views, east and west of the school.

77. In terms of scale it is indicated that a building up to 6 storey's would be located here, with the tallest element located furthest away from Stonebridge School. Notably this would be no higher than the Listed Building. It would be sited some 27m away from the school site, which is considered a sufficient distance away from the heritage asset, so as not to have an overbearing or harmful impact on this building. Your Principal Heritage & Conservation Officer does not consider that this will cause harm to the setting of the designated heritage asset. The height and massing of existing surrounding residential development varies locally. More recent developments along Hillside range from 4 to 6 storey's typically. Opposite the site on Hillside is a new terrace of 3 and 4 storey houses, with residential blocks of 6 to 9 storeys at the rear under construction. In the context of the wider Stonebridge regeneration that has already occurred locally a building up to 6 storey's high is considered to be appropriate in this location.
78. Shadow analysis tests have been carried out which show only a minimal impact from a building of this scale on the terraced housing opposite. It should also be noted that there are no habitable windows at the lower level of these houses.
79. Indicative plans have been presented showing a building that is stepped in plan form and height, this will help to reduce the bulk and mass, and also helps to maximise the number of dual aspect units that can be achieved when detailed layouts come forward. The building will provide a strong, defined frontage to Hillside, and pavement widening will be secured to improve access, as well as providing an opportunity for new street trees.
80. Further detail on the building's appearance will come forward as part of the reserved matters submission. It is envisaged to be constructed mostly of brick, with largely inset balconies fronting the busy Hillside. On the southern elevation residential openings are larger, with external balconies to take advantage of these being south facing.
81. On the ground floor along Hillside an active frontage is envisaged through the commercial unit, the detailed design of this is to maximise the use of glazing. Further activity will be provided through the location of glazed entrance lobbies. Indicative layout plans show that ground floor parking will be enclosed and the building treated with perforated brickwork and/or planted green walls. This has been met with some concerns by your Urban Design officer. It is not apparent how the building will respond to its setting at ground level, and how an active frontage at ground level can be provided which allows for natural surveillance. Full details of layout the type of architecture, design, materials palette and fenestrations will be considered through the reserved matters submission which shall be required to demonstrate how the building will be a high quality design that relates appropriately to its immediate environment at ground floor.
82. Pedestrian access will be gained from Hillside, and it is proposed to widen the footway along the site frontage. New footpath connections are also proposed through the open space. As set out above the application seeks to improve vehicular access, and the applicants preferred solution is through the installation of a new loop road, as an extension of Shakespeare Avenue. From a technical transportation position this is workable, as confirmed by your Transportation officer. Notwithstanding this officers do consider that an alternative option is preferable, which would impact less on the open space. This option needs to be explored at reserved matters stage when details related to access come forward, but it is envisaged this would involve reconfiguration of the existing Wesley Road / Shakespeare Avenue junction to accommodate turning, negating the need for a new road to be built through the open space. Final detail on the vehicular access will come forward as part of the reserved matters application, but the applicants are expected to explore how this can work with turning provided through more modest alterations to Shakespeare Avenue / Wesley Road.
83. When the reserved matters details come forward the applicants will need to provide further detail on a properly defined curtilage for the residential building. This will be secured through condition.

#### *Milton Avenue*

84. This forms the southern edge of the site, sharing a boundary with Stonebridge School. Housing is currently only on the southern side of Milton Avenue. The street frontage adjacent to the school boundary contains a number of existing semi-mature trees, many are self sown, fenced off and set behind the existing back edge of pavement. These provide an attractive green edge to Milton Avenue and are a constraint to development.
85. With housing along one side of the street only the streetscene has the feeling of being unbalanced. Two-storey Victorian housing with steep pitched roofs and attractive, articulated bays define one half of



the street.

86. New 4-bed / 6 person family housing is proposed, as follows;-

	4-bed / 6 person house
Total units - 22	22
Size (sqm)	118
Affordable Rent (80% MR)	4
Sale / Rent	18

87. New terraced housing is proposed which will help to balance the streetscene by providing housing along both sides. This fits in comfortably with the existing built form, and is preferable to semi-detached housing in this location. This will provide a strong well defined building frontage, with dwellings set back from the back edge of pavement with well defined front gardens that will provide the opportunity for defensible space, refuse storage and tree planting.

88. The indicative layout demonstrates that 10m deep rear gardens can be achieved, which is welcomed for family housing.

89. Regrettably the existing corridor of trees along Milton Avenue are located in the developable area and will have to be removed. New tree planting is proposed as part of the replacement tree strategy. It is indicated that eight new trees will be planted along the pavement, whilst this is welcomed it is considered by your Principal Tree Officer that there is scope to maximise this further and this is reflected in the conditions recommended. There is the possibility that new trees could be introduced along the southern side of Milton Avenue, to do this pavement build-outs would need to be created. It is recommended that this be secured through conditions. If it is technically feasible to incorporate pavement build-outs it is recommended that this be secured through a condition that, subject to public consultation, this work be undertaken at the applicants expense.

90. All matters are reserved at this stage but three storey terraced housing is indicated which will be commensurate to the height of the Victorian terrace opposite. The scale is considered appropriate, without resulting in loss of amenity or harm to properties opposite, subject to further details coming forward at reserved matters stage.

91. Access to the housing will be from Milton Avenue, as per the existing housing, this will apply to pedestrians and vehicles. This will be the access to parking, and for these houses on-street parking is relied upon, which is accepted by the Council's Transport officer given the spare capacity for this that exists along Milton Avenue.

92. Although appearance is reserved at this stage it has been indicated that the architecture and palette of materials will make use of red brick to reflect the existing materials opposite. This is acceptable in principle, and full details of the appearance will come forward at reserved matters stage.

93. In summary, the residential elements are presented in outline form with all matters reserved. Indicative massing is provided at this stage which suggests that the listed school would not be harmed by the siting of the Hillside block. The access to this block and the relationship of this at ground floor to its immediate environment will require some further, careful consideration at the reserved matters stage. On balance, the proposed massing for this building is considered to be within the envelope of an acceptable scale of development, subject to a more detailed consideration at the reserved matters stage. The terraced housing onto Milton Avenue is acceptable in principle, and further consideration of appearance, scale and landscaping will all be dealt with at the reserved matters stage also.

#### Transport considerations of proposed residential development (Outline):-

##### *Hillside building;*

94. The 51 proposed flats (16 x 1-bed, 25 x 2-bed & 10 x 3-bed, of which 7 x 2-bed & 6 x 3-bed are proposed for affordable rented accommodation) are permitted a total of 62 off-street car parking spaces. The proposed provision of 30 parking spaces within a 2.6m-4.2m high undercroft beneath the building therefore accords with standards.

95. However, where the full residential parking standard is not met within any site, Policy TRN23 requires the impact on on-street parking to be assessed, with on-street parking able to be counted towards standards

along the site frontage only, as long as the site is located on a local access road that is not heavily parked and has sufficient width to accommodate parking on both sides.

96. The indicative idea to extend Shakespeare Avenue eastwards will create new roadscape adjoining the development, with sufficient width shown to accommodate on-street parking for at least 14 cars along the street. This would take the total parking provision to 42 spaces, which is sufficient to meet 75% of the maximum standard for the private housing units and 50% of the maximum standard for the affordable rented housing.
97. On this basis, adequate on- and off-street parking would be provided to satisfy likely residential demand from this block of flats, although there will be demand from parents to use spaces at school opening and closing times too, when most residents' vehicles will have left the area.
98. No wide disabled spaces have been indicated at present, 10% is required and this will need to be addressed in any future reserved matters submission, which would be likely to reduce the number of spaces in the proposed car park. Adequate headroom is proposed to accommodate high-top conversion vehicles for wheelchairs. This can be secured through condition.
99. Standard PS20 requires the café to be serviced by transit sized vehicles. No loading area has been indicated at present and this should be incorporated into any future reserved matters submission. Options include provision of a loading bay within the car park with a rear access door into the café and this can be secured through condition also.
100. The layout of the car park meets standards in terms of dimensions of spaces and aisle widths.
101. Vehicular access is shown onto the proposed extended length of Shakespeare Avenue, on the inside of the bend in the road. The building is set back far enough from the new road to maintain a visibility splay of about 2.4m x 43m westwards. Though it is envisaged this will be subject to change at the reserved matters stage.
102. The building is to be set back 7m from the Hillside kerb line, with new landscaping proposed between the building and the road. This includes the introduction of a 2m wide grass verge with tree planting adjoining the carriageway of Hillside, with the footway repositioned behind the verge. These works will require the repositioned granite-surfaced footway to be adopted as public highway under an agreement under S38/S278 of the Highways Act 1980 and is secured by condition.
103. Officers remain concerned with the introduction of a loop road through the open space, for the reasons set out previously within this report. It is considered that alternative arrangements that provide turning, with more modest alterations/extension to Shakespeare Road, be considered at the reserved matters stage. While the loop is shown within the open space on a number of submission documents it is indicative only at this time and approval for any reconfiguration of Shakespeare Avenue is given in outline form only, with the detailed approval required at the reserved matters stage.
104. In exploring alternative access arrangements the vehicle entrance to the Hillside block could in theory be provided without the need for the loop road, with an access formed further to the northeast along Hillside.

#### *Milton Avenue*

105. The 22 proposed 4-bedroom houses fronting Milton Avenue are permitted a total of 44 off-street car parking spaces. The proposed absence of any off-street parking for the dwellings therefore accords with standards.
106. As with the above flats though, consideration also needs to be given to on-street parking where full residential standards are not met.
107. In this case, the site has a 168m long frontage onto a length of the local Milton Avenue that is not heavily parked (although the road does become heavily parked east of Johnson Road) and which has sufficient width to safely accommodate parking along both sides.
108. This provides capacity for 28 on-street parking spaces for these houses and although this still falls short of the 75% of the maximum standard that is usually taken as a proxy for likely future car ownership, there is further spare parking capacity further west on Milton Avenue and in the nearby lightly parked Johnson

Road to absorb further overspill parking if necessary. As such, there are no concerns over the under provision of parking for these houses.

109. The houses will have private front and rear gardens within which bicycles and bins can be securely stored and further details would be required as a condition of any approval.

110. Resurfacing of the Milton Avenue footway is also proposed, which is welcomed and this also needs to be incorporated into a S278 Agreement.

*Transport Assessment:-*

111. A full assessment was submitted in support of the application looking at the impact of increased pupil numbers to Stonebridge School, as well as the housing proposals and the proposed cafe use. This showed that road junctions tested will continue to be within acceptable limits.

112. Separate travel plans have been produced for the residential, the cafe and the school, even though many elements of the development in themselves fall below TfL's threshold for a full Travel Plan.

113. The school Travel Plan is considered to be comprehensive and would secure a PASS rating, and its implementation should be secured by condition. With regards the residential and cafe Travel Plans, at present, no baseline modal share has been estimated and there are no firm targets set. These will be agreed post occupation, and as these are relatively small in their own right it is acceptable to secure these by condition.

114. Road accident history has also been examined for the five year period ending Dec 2014. No common pattern of accidents was observed that would be likely to be worsened by this proposal.

115. In summary there would be no objections on transportation grounds subject to:-

- A S38/278 Agreement under the Highways Act 1990 to carry out any proposed works to reconfigure Shakespeare Avenue and other associated works to Hillside, Wesley Road and Milton Avenue.
- Implementation of the proposed residential, retail and school Travel Plans

116. It should also be noted that at detailed reserved matters stage the application will need to address access to refuse storage for collection, car park access, disabled parking, publicly accessible cycle parking and loading / servicing for the cafe.

**Affordable Housing:**

117. The affordable housing element of this application must be considered alongside the provision proposed to be provided on the Former Day Care Centre site, which is the Stonebridge School annexe site. There is an application being considered in parallel for the redevelopment of this site for housing (ref; 16/0073). The delivery of affordable housing is linked across the two sites, one site cannot come forward for development without the other.

118. In total up to 128 residential units will be provided across these two sites. It is envisaged that 45 of these will be affordable, for rent up to 80% of the market rent value. This equates to 35% affordable housing across the sites.

119. 17 affordable units will be delivered as part of this scheme, with 4 on Milton Avenue and 13 within the Hillside building. This will be across all unit sizes, and are put forward on a rental basis. The remaining 28 units will be provided at the former Day Care Centre, and this will be NAIL accommodation, and ring fenced specifically to a particular client group by LBB's Adult Social Care department. This is C3b accommodation would be restricted through condition.

120. The phasing would see the Hillside building constructed first, delivering 13 affordable units. Milton Avenue housing and the Former Day Care Centre site will be constructed afterwards, but at the same time as one another delivering the remaining 32 affordable units.

121. The precise location of the affordable units will be set out at the reserved matters stage when details of layout are confirmed.

122. It is recognised that this (35%) falls below the 50% proportion required by Brent Core Strategy policy CP2. The reasons that have been put forward for this are (i) the space requirements for the 28 affordable units that will be provided on the annexe site, these are to be NAIL housing which requires a

large amount of communal space and (ii) an outline development appraisal has been carried out to demonstrate the proposed level of affordable housing is the maximum reasonable level that can be achieved by the scheme given the requirement to fund the expansion of the main Stonebridge School, proposed highway works and open space improvements. It is recommended that a condition secures the submission of a detailed financial viability assessment at the reserved matters stage to be tested to ensure that 35% does in fact represent the maximum reasonable amount of affordable housing that can be delivered across these sites.

**Commercial Unit:**

123. On the ground floor of the Hillside building up to 246sqm of A3 floorspace is proposed. It is envisaged this will be a community cafe, and this will be located on a prominent corner position with landscaping improvements and new paving areas directly outside. Such a use in this location could complement the adjacent open space and would bring activity to the immediate area.
124. The unit can in theory be serviced from the parking area that is indicated. As access is a reserved matter then this would be confirmed at the reserved matters stage.

**Impact on trees:**

125. The loss of a number of existing tree's, as identified in the tree protection plan is an unfortunate consequence of the proposed development on open space. These provide an amenity value in the current environment. This scheme does seek to offset the loss of open space, occupied by a large percentage of tree canopy with a reconfigured open space of equal size. It is considered that the newly configured open space will be more attractive to users.
126. A large number of mature trees will still remain throughout the site and it is essential that provision is made through the use of conditions to ensure that retained trees are given adequate protection throughout the phased development of the scheme. A standard landscape condition should require the adequate replacement of any retained tree that should go into decline or die as a consequence of the proposed works. A re-worked landscape scheme specifically in the proposed open space should seek to 'tread carefully' within the rooting areas of retained trees. The same care should also be taken when working in proximity to the historic group of category A Plane trees on the corner of Shakespeare Avenue and Wesley Road.
127. The landscaping proposals and replacement planting strategy provides the opportunity to select tree, shrub and perennial plant species that will enhance the biodiversity credentials of the SINC area whilst also providing the public with a high quality usable open space.
128. The proposed residential development on Hillside must be of sufficient quality in terms of landscape and tree planting, further details of which will come forward at reserved matters stage. The same applies to Milton Avenue residential development, Your Principal Tree Officer supports the principle of the removal of existing mature vegetation along Milton Avenue in order to implement the proposed housing with additional suitable trees in location currently shown as not being treed (i.e. the central section of footway along the northern side of Milton Avenue). This scheme will be further enhanced if additional street tree planting on build outs to the opposite side of Milton Avenue can be secured through condition.
129. In conclusion, despite some reservations concerning the extent of tree removal, if implemented correctly, the overall scheme is likely to have a positive impact on the area's tree stock and on the quality of open space/public realm in general for the public's benefit.

**Grade II Site of Importance for Nature Conservation Value (SINC):**

130. The existing open space and canal feeder are designated locally as a Grade II SINC, and in the case of the canal feeder a wildlife corridor. The feeder connects the River Brent to the Grand Union Canal.
131. The proposals include the naturalisation (in part) of the canal feeder. It will be broken out of its current steel and concrete culverts and a more natural course created. New, high quality trees will be planted and these will be complemented by wildflower meadow turf, general amenity turf, ornamental and riverside planting with the aim of bringing ecological and biodiversity improvements. This naturalisation is welcomed. Regrettably there will be some loss of trees, but there will be a net increase in trees across the site.

132. An Ecological Assessment has been submitted. This makes a number of recommendations including:-
- Incorporate biodiversity enhancement measures into the site to maximise the ecological value of the site, in accordance with the NPPF.
  - Any trees on site, or overhanging the site, which are not to be removed as part of any proposed works should be protected in accordance with BS 5837:2012. Protection should be installed on site prior to the commencement of any works on site.
  - Adjacent watercourses should not be adversely impacted by the proposed works.
  - A daytime bat survey should be undertaken (one has been and is discussed below).
  - The development should aim to limit the impact of light pollution on bats.
  - Vegetation and building/structure clearance undertaken within the nesting season (generally March - Sept) should be checked by an ecologist prior to works commencing.
133. A daytime bat survey has been carried out. This found that two buildings on site (Building 1: Ann John Centre and Building 2: Welsh School) were deemed to be of medium to high potential for bat roosts. Building 3: Adventure Playground was not deemed suitable to support roosts. Neither building 1 or 2 is proposed for demolition through this application.
134. Trees were inspected and found to either have no bat roosts present, or did not have the potential to support roosts.
135. A number of the above recommendations will be secured through conditions.

#### **Flood Risk:**

136. The site is in Flood Zone 1, defined as an area with little or no potential risk of flooding. As such there is no risk of flooding from existing watercourses.
137. Run-off rates on the school site will not be increased as the works will reduce the impermeable areas on the site. A SUDS assessment has been submitted which aims to restrict surface water runoff from the new school building and landscaped playground to Greenfired rates, in order to satisfy London Plan policy.

#### **Other matters for consideration:**

##### *Acoustic report:*

138. A noise report has been submitted, this looks at the noise levels affecting the site in relation to the proposed school extension building. This considered external noise levels and the implications on achieving appropriate internal conditions for teaching.
139. The report recommends that any plant shall be installed so that the rated noise level shall be 10dB(A) below the measured background noise levels when measured at the nearest sensitive premises. This has also been recommended as a condition by the Council's Environmental Health officer.

##### *External lighting:*

140. The statement submitted advises that building perimeter lighting, including emergency lighting to building access and egress areas is to consist of wall mounted fittings to be positioned at approximately 3m above ground, and that all luminaires will include LED or high frequency lamps. External lighting will be provided to the car park and cycle parking areas. The bridge link will be lit using recessed LED fittings. The multi - use games areas are not proposed to be lit. A condition is recommended to ensure further details of external lighting are secured, this is in view of the potential impact on the setting of the designated heritage asset, and the adjacent designated SINC / wildlife corridor.

#### **Conclusion:**

141. It is considered the school expansion would provide significant benefits for the pupils of Stonebridge 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 allow the school to consolidate to one site.
142. The impact on the designated heritage asset has been duly considered, and the proposals to extend and alter Stonebridge School would continue to sustain the heritage asset.



143. The proposed wider and enabling development does not result in the loss of open space, and will result in improvements to this and a more useable and accessible open space. This is acceptable in principle subject to revised details of layout and further details of all play equipment, furniture, planting, and other associated details.
144. It is not considered the school expansion will have a harmful impact on the highway network. A good, robust Travel Plan is already in place, which will help mitigate the impacts in the adjoining roads. The new pedestrian entrance to the school proposed will help to ease congestion on Shakespeare Avenue. With regards to the elements of the application that are presented in outline only Access is reserved until reserved matters stage and this will need to provide detail on access to the residential, as well as proposed access improvements to the Stonebridge School site.
145. Housing proposed will help meet Brent's housing need and will deliver much needed affordable housing, subject to a detailed financial viability assessment being submitted at reserved matters stage to demonstrate the maximum reasonable proportion.
146. Although there may be some concerns regarding the loss of trees, open space layout, relationships around the site and access officers consider that on balance the scheme would make a positive contribution and recommend the application for approval subject to the conditions set out.

## SUSTAINABILITY ASSESSMENT

An Energy Statement has been submitted which demonstrates that a 35% reduction in carbon emissions for the school extension will be achieved. The strategy is based on the London Plan hierarchy approach to Be Lean, Be Clean and Be Green. It proposes that renewable technologies in the form of PV panels be used to meet the 35% target in carbon reductions for the new build element. This is in line with London Plan policy 5.2.

The energy strategy is also seeking to reduce emissions from the existing building where practicable, and is targeting 11% carbon reduction to the existing school building which though not strictly required by policy is welcomed all the same. As the main school building is Grade II Listed there are constraints as to what can be achieved without harming the heritage asset. The applicant's proposed 'Be Lean' measures include higher efficiency heating and hot water system, energy sub-metering, good daylight and cross ventilation for the existing school.

With regard to connection to any future district heat network, the School will retain its existing boilers as it is currently more cost effective. In future, if there is a local district heat network that is viable to connect to then the existing plant could be removed and replaced with a connection via a heat exchanger to the district heat network.

The new build extension is able to achieve a BREEAM rating of "Very Good" with an aspiration to achieve "Excellent". A post construction BREEAM assessment will be secured through condition to verify the level achieved. On balance, whilst the scheme fails to comply with policy CP19 in not demonstrating at this stage that a rating of "Excellent" can be achieved, this 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.

Details of the energy and sustainability strategy in relation to the residential elements on Hillside and Milton Avenue will come forward at the reserved matters stage, as the detailed design for these advances. This will be secured through conditions.

## CIL DETAILS

This application is liable to pay **£2,151,890.85\*** 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): 335 sq. m.  
Total amount of floorspace on completion (G): 9625 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
Non-residential institutions	1874		1808.77506 493506	£0.00	£0.00	£0.00	£0.00
Dwelling houses	7751		7481.22493 506494	£200.00	£35.15	£1,830,228.24	£321,662.61

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)	274	
<b>Total chargeable amount</b>	£1,830,228.24	£321,662.61

\*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.**

The residential development is submitted in outline, with all matters reserved. The CIL liability applicable to the residential floorspace is indicative only, and is subject to detailed layout plans at reserved matters stage.



**Brent**

DECISION NOTICE – APPROVAL

Application No: 16/0077

To: Mr Jon Grantham  
43 Chalton Street

NW1 1JD

I refer to your application dated 07/01/2016 proposing the following:  
Hybrid planning application comprising: Full planning permission for the demolition of the Former Adventure Playground; the construction of a two-storey building providing new nursery, assembly hall, reception and teaching facilities with first floor walkway connecting to the main school building; reconfiguration of Stonebridge Primary School's playground including the provision of two Multi-Use Games Areas and the erection of new perimeter fencing and the creation of 1.2ha of public open space with associated ancillary works ("Phase 1").

AND

Outline planning permission for the erection of an apartment block up to 6-storey's comprising up to 51 residential units (16x 1bed, 25x 2bed and 10x 3bed flats) and 246sqm of commercial floorspace (Use class A3) and car parking at ground floor at Stonebridge Open Space, Hillside, the reconfiguration of Shakespeare Avenue, access to the residential units and up to 22x 3-storey houses (use class C3) at Open Space, Milton Avenue with all matters reserved. ("Phase 2").  
and accompanied by plans or documents listed here:  
(See Condition 2)  
at The Stonebridge School Site & Adventure Playground, Shakespeare Avenue, Stonebridge Estate Open Space, Hillside and Open Space, Milton Avenue, NW10

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

London Plan 2015

Brent Core Strategy 2010

Brent Unitary Development Plan 2004

Council's Supplementary Planning Guidance 17:- Design Guide For New Development

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

Housing: in terms of protecting residential amenities and guiding new development

Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation

Transport: in terms of sustainability, safety and servicing needs

Community Facilities: in terms of meeting the demand for community services

- 1 Details of all of the reserved matters access, appearance, landscaping, layout and scale for the Phase 2 development shall be submitted to be approved in writing by the Local Planning Authority before:-

(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.

Such reserved matters shall be designed to reflect the requirement to explore the opportunity to provide a revised means of access to the Hillside residential building, the approved parameter plans notwithstanding, so that the access is not through the open space and so that it would not harm unacceptably the amenity value of this space.

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

- 2 The Phase 1 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.

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

(90)LP001 revB

(90)LP002 revA

(90)LP003 revA

001 A, 002A, 003 B, 010 A, 020 A, 021 A, 022 A, 023 A, 090 A, 091 A, 092 A, 093 A, 094 A, 095 A, 096 A, 100 A, 101 A, 102 A, 103 A, 200 A

201 A, 202 A, 203 A, 204 A, 300 A, 301 A, 302 A, 303 A, 400 A, 401 A, 402 A, 403 A, 404 A,

410 A, 420 A, 421 A, 800 A, 801 A, 810 A, 900 A

910 A

56/5 - Floor Plan Building D

Stonebridge School main building

BA20200515\_01, 02, 03, 04, 05, 06, 07, 08, 09, 10 & 11

Design & Access Statement - Masterplan and Housing at Hillside and Milton Avenue (Jan 2016)

Design & Access Statement - Stonebridge Primary School (Jan 2016)

tpa, Transport Assessment (Jan 2016)

tpa, Stonebridge Primary School Travel Plan (Jan 2016)

Price & Myers, Flood Risk Assessment (24349) (July 2015)

LUC, Planning Statement (Jan 2016)

Kaizenge, Energy Assessment (Dec 2015)(

Kaizenge, Sustainability Statement (Dec 2015)

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

- 4 No works shall commence on site until such times as a Tree Protection Plan and arboricultural method statement following the recommendations and principles embodied in BS5837:2012 has been 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; and

(iii) clearly define root-protection zones with fencing and ground protection measurements annotated on plans.

Works shall not commence on site until the Local Planning Authority has been on site and inspected the required tree protection measures in relation to the relevant construction phase. The development shall be carried out strictly in accordance with the agreed details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure retention and protection of trees on the site in the interests of amenity.

- 5 All vehicle and cycle parking for the Phase 1 development indicated on the plans, hereby approved, shall be made available prior to any occupation of the relevant part of the Phase 1 development. These facilities shall be retained for the lifetime of the development thereafter.

Reason: To ensure that appropriate vehicle and cycling parking facilities are provided for future occupiers of the development.

- 6 Within 6 months of occupation of the new school building (Phase 1), 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

If the review specifies that the development has failed to meet the above levels, and/or the maximum feasible BREEAM standard has not been achieved compensatory measure shall be submitted to and approved in writing by the Local Planning Authority within 2 months of the Review and shall be implemented in full thereafter in accordance with an agreed timescale.

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.



- 7 The Phase 1 development hereby approved shall be carried out fully in accordance with the measures set out in the Energy Assessment dated December 15, produced by Kaizenge and the Sustainability Statement dated December 15, produced by Kaizenge, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development which incorporates sustainability measures that are commensurate to the scale of development proposed.

- 8 (a) Prior to commencement of the development for Phase 1, 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) improvements to the crossover finish and widening of this to match the width of the existing gates at the access to the staff car park
- (ii) footway improvement works along the Shakespeare Avenue frontage to the school

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.

- (b) Prior to commencement of the development for Phase 2, specifically Milton Avenue housing 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) resurfacing of the Milton Avenue footway
- (ii) street tree planting on Milton Avenue
- (iii) build outs on the southern side of Milton Avenue in order to secure further street tree planting, in accordance with a scheme to be submitted to and approved in writing that will also be required to be the subject of public consultation with Milton Avenue properties. In the event that residents are not in support of this then this will not be required.

- (c) Prior to commencement of the development for Phase 2, specifically the Hillside residential building the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

- (iv) pavement widening along the Hillside site frontage, in accordance with details to be agreed in writing
- (v) any works to reconfigure the highway relating to Shakespeare Avenue and / or Wesley Road approved under any approval of Reserved Matters

Any necessary highway works shall be carried out at the applicants own expense.

Reason: In the interests of highway and pedestrian safety.

- 9 Approval of the plans and particulars of the Reserved Matters for each Phase referred to in Condition ? shall be obtained from the local planning authority in writing prior to the commencement of any part of the development to which those Reserved Matters relate except that this shall not prevent works of site clearance, demolition of existing buildings and structures, ground investigation and site survey works, erection of temporary boundary fencing or hoarding and works of decontamination and remediation (hereafter 'preparatory works') and each Phase shall be carried out only as approved.

Reason: To ensure full details of each phase are provided to ensure an acceptable standard of development

- 10 No mechanical plant shall be installed within either Phase 1 or 2 unless further details of such mechanical plant, including but not limited to refrigeration, air-conditioning, ventilation system, air source heat pumps, combined heat and power units and kitchen extraction systems, have been submitted to and approved in writing by the local planning authority.

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 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval. The plant shall thereafter be installed and maintained in accordance with the approved details

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

- 11 All the residential premises (Phase 2) shall be designed in accordance with BS8233:1999 'Sound insulation and noise reduction for buildings-Code of Practice' to attain the following internal noise levels:

Criterion LAeq, T	Typical situations	Design range
Reasonable resting conditions T=16hrs 07:00 – 23:00)	Living rooms	30-40 dB (day:
Reasonable sleeping conditions T= 8hrs 23:00 – 07:00)	Bedrooms	30-35 dB (night: LAmax 45 dB
(night 23:00 – 07:00)		

No part of the Phase 2 development shall be occupied prior to submission to and approval in writing of the results of a sound test which demonstrates that the above required internal noise levels have been met. The sound insulation measures shall be retained thereafter for the lifetime of the development.

Reason: To obtain required sound insulation and prevent noise nuisance harming the amenity of future occupants

- 12 All residential units (Phase 2) shall be designed to comply with London Plan policy 3.5 on minimum residential space standards, and shall also provide for not less than 10% of all units as wheelchair accessible or easily adaptable units. A detailed schedule of accommodation shall be provided to demonstrate compliance with this, and this shall be submitted for approval in writing by the Local Planning Authority prior to commencement of works on Phase 2.

Reason; To ensure the development is in accordance with London Plan policy 3.5.

- 13 No floodlights or other form of lighting for the Multi Use Games Areas hereby approved shall be installed on site without the prior submission to and approval in writing by the Local Planning Authority. This shall include the specification, manufacturer, lux level, model, direction and the siting of each lamp. Thereafter the lights shall be installed and operated in accordance with the details so approved prior to installation.

Reason: In order to prevent harm to local amenities from light spillage.

- 14 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).

- 15 Works hereby approved related to the reconfiguration and re-orientation of the Hillside open space shall be fully completed prior to the commencement of any works that may relate to residential floorspace on Hillside or Milton Avenue.

Reason; To ensure adequate provision of open space in the locality.

- 16 (a) Prior to commencement of works on the Phase 1 development a Construction Traffic & Logistics Management Plan shall be submitted to and approved in writing, and the development shall be implemented fully in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority. The Plan 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) wheel washing facilities and schedule of highway cleaning;
  - (vii) measures to control the emission of dust and dirt during construction, including details of a dust monitoring plan;
  - (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
  - (ix) School access during the construction phase (including servicing and delivery arrangements);
  - (x) Staff car parking facilities; and
  - (xi) Adhere to the Considerate Contractors Scheme.

(b) Prior to commencement of works on the Phase 2 development a Construction Traffic & Logistics Management Plan shall be submitted to and approved in writing, and the development shall be implemented fully in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority. The submitted Plan shall provide for the details as set out above in full.

Reason: To ensure that the environmental impacts of the works are suitably mitigated to protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 17 Further details of materials for all external work for each phase of the development shall be submitted to and approved in writing by the Local Planning Authority before above ground construction works are commenced on that relevant phase. The development shall be carried out in full accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

For the avoidance of doubt, in relation to new school building (Phase 1) the following materials shall be approved on site before the commencement of works above ground construction - cladding, brick facing, windows and doors, brise soleil, roof materials, new boundary treatment, construction materials (including cladding of the bridge link).

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

- 18 Notwithstanding any details of landscape works referred to in the approved plans, a detailed scheme for the landscape works and treatment of the surroundings of each phase of the proposed development (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 above ground construction works on that relevant phase. The approved details for each phase shall be completed fully in accordance with the approved details prior to any occupation of that phase or in accordance with a programme agreed in writing with the Local Planning Authority.

Such a scheme shall include:-

- (a) the identification and means of 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 and any other works to existing boundary treatments that are to be retained;

- (c) adequate physical separation, such as protective walls and fencing between landscaped and paved areas
- (d) existing contours and any proposed alteration to ground levels such as earth mounding;
- (e) areas of hard landscape works and the proposed materials;
- (f) a scheme for tree planting
- (g) details of the proposed arrangements for the maintenance of the landscape works.
- (h) provision for additional street trees of an appropriate size and species, to be agreed in writing, along the northern footway of Milton Avenue to infill the central gap, as shown on drg no 900, rev A
- (i) the proposed bridge(s) over the canal feeder

Any planting that is part of an 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 with others of a similar size and species and in the same positions.

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

- 19 Further details of a minimum of four charging points for electric vehicles within Phase 1 of the development, hereby approved, shall be submitted to and approved in writing by the Local Planning Authority before above ground construction works are commenced on Phase 1 of the development. The approved charging points shall be in operation prior to the occupation of the Phase 1 development.

Reason: To ensure suitable facilities for electric vehicles are provided within the development.

- 20 (a) Further details of a minimum 10% disabled parking and cycle storage for the Phase 2 development shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to any occupation of the Phase 2 development, unless otherwise agreed in writing by the Local Planning Authority.

(b) Further details of provision for not less than 12 electric vehicle charging points for the Phase 2 development shall be submitted to and approved in writing by the Local Planning Authority and the approved details shall be fully implemented prior to any occupation of the Phase 2 development, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure appropriate facilities for cyclists and disabled motorists are provided as part of the development.

- 21 (a) On first occupation of the new school building (Phase 1) The School Travel Plan (by tpa and dated Jan 2016) hereby approved shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

(b) Within 3 months of first occupation of the Phase 2 development, specifically the Hillside building the Residential and Commercial Unit Travel Plan shall be submitted to and approved in writing, and shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing. This shall demonstrate the Travel Plan is of sufficient quality to score a PASS 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.

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

- 22 Further details of the following;

- (i) secure bicycle parking (with a minimum of one space per residential unit), and external cycle parking for the commercial unit
- (ii) a dedicated servicing / loading area for the commercial unit
- (iii) all refuse storage provision

in the Phase 2 development (Hillside building) shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work for the relevant phase, and the development shall be carried fully in accordance with the details approved thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason; To ensure satisfactory cycle parking, servicing / loading facilities and refuse storage in accordance with adopted standards.

- 23 Notwithstanding the plans hereby approved for Phase 1 further details of a revised layout of the open space reconfiguration and associated works shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works related to the open space. Such details shall include the following;

(i) Revised details of the treatment (including specification of materials) of all areas to be hardsurfaced.

(ii) Revised layout and rationalisation of pedestrian footways, paths and areas of hardsurfacing in the reconfigured open space.

The development shall be implemented fully in accordance with the details hereby approved thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To preserve the amenity of the open space and mitigate potential impact on trees.

- 24 Prior to the commencement of any works a detailed phasing plan which incorporates development subject of application 16/0073 shall be submitted to and approved in writing by the Local Planning Authority, and fully complied with thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of clarity and proper planning.

- 25 Prior to the commencement of work on Phase 1 development further details of the following are required to be submitted to and approved in writing by the Local Planning Authority at a scale of 1:10

(i) Details of the connection between the listed school and the bridge link

(ii) Details of new stud walls within the school hall and fixing to the floor and roof structure

(iii) A schedule of any internal repairs

(iv) An internal door schedule for new doors

(v) A detailed schedule of all works to the listed boundary wall, railings, piers and gates

The development shall be carried out fully in accordance with the approved details, unless otherwise agreed in writing by the Local Planning Authority

Reason: To protect the character and integrity of the Listed Building.

- 26 Prior to the commencement of work on Phase 1 development further details of where the materials following demolition of the south east shelter and the boundary wall and associated railings within the playground will be reused or stored shall be submitted to and approved in writing by the Local Planning Authority. Any surplus materials shall be offered to the Local Planning Authority for reuse.

Reason: To protect the character and integrity of the Listed Building.

- 27 Notwithstanding the plans hereby approved in so far as they relate to the open space works and its reconfiguration (Phase 1), and prior to the commencement of works associated with this further details (including locations) and specifications of the following shall be submitted to and approved in writing by the Local Planning Authority;

1. All play equipment
2. Outdoor gym equipment
3. Seating and tables
4. Signage



5. Refuse bins
6. Raised planters
7. All fencing, railings and any other means of enclosure
8. Other related street / public realm furniture
9. All hardsurfacing (including decked areas)
10. Site levels (existing and proposed)
11. All planting (including trees)
12. Future maintenance programme / schedule

Reason: To ensure appropriate on-site facilities for play are provided and in the interests of the character of the area and the amenity of the locality.

- 28 At Reserved Matters submission stage the applicant shall submit a detailed Energy and Sustainability Statement to demonstrate how Phase 2 development will through reasonable endeavours comply with London Plan policy 5.2 and achieve a minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions; .Such details shall be submitted to and approved in writing by the Local Planning Authority and fully implemented in accordance with the approved details thereafter unless otherwise agreed in writing by the Local Planning Authority. If the applicant demonstrates to the Council's satisfaction that the required standard has not been achieved, the applicant shall submit for approval of the Council proposed measures for remedying such shortcomings and/or carrying out compensatory works, which shall be implemented in full.

Reason; To ensure compliance with London Plan policy 5.2 on minimising carbon emissions.

- 29 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, in so far as this relates to new school extension (Phase 1 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.

- 30 A detailed Financial Viability Assessment shall be submitted with any Reserved Matters application that includes residential floorspace. This Assessment shall demonstrate the maximum reasonable proportion of affordable housing, which shall not be less than 35%, but which may include provision of off-site affordable housing within the land subject to application (16/0073). The Financial Viability Assessment shall be tested to the satisfaction of the Local Planning Authority and approved in writing.

No more than 50% of private residential units shall be occupied unless the approved affordable housing has been delivered and is ready for occupation.

Where delivered in phases no more than 50% of units in each relevant phase shall be occupied unless the approved affordable housing for that phase has been delivered and is ready for occupation.

LB Brent will have the right to nominate people to be housed in the approved affordable housing accommodation, unless otherwise agreed in writing with the local planning authority.

Reason; To ensure the maximum reasonable proportion of affordable housing is delivered.

- 31 Prior to commencement of works on the relevant phase of development a scheme detailing water efficiency and management measures for that phase of 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 site (save for demolition). Should any of these measures not be proposed, the reasons for excluding such measures should be outlined within the scheme. The relevant phase of the development shall be carried out in full accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a sustainable development.

- 32 No works shall commence on site until such times as an Arboricultural Impact Assessment following the recommendations and principles embodied in BS5837:2012 has been submitted to and approved in writing by the Local Planning Authority. These shall include a plan and text which:

- (i) clearly identifies trees to be removed as a consequence of the development
- (ii) clearly identifies trees that will be compromised in any way as a consequence of the development
- (iii) Gives details of trees that require remedial or site facilitation pruning works as well as those trees on which root encroachment may be envisaged.

Reason: To ensure that the safe and healthy retention of trees with significant landscape value has been considered as part of the overall design process.

- 33 At Reserved Matters stage further details shall be submitted to demonstrate the provision of a properly defined curtilage, and treatment of this for the Hillside residential building. The development shall be carried out fully in accordance with this thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of residential amenity for future occupiers.

- 34 (a) Details of all external lighting for Phase 1 development, baffled so as to avoid glare, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development above ground. The approved details shall be fully implemented thereafter, unless otherwise agreed in writing by the Local Planning Authority.

(b) Details of all external lighting for Phase 2 development, baffled so as to avoid glare, shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development above ground. The approved details shall be fully implemented thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of safety, amenity and convenience.

- 35 Prior to the commencement of use details of the proposed opening hours of the A3 unit in Phase 2 development shall be submitted to and approved in writing by the Local Planning Authority. Thereafter the use shall operate in accordance with the approved hours, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenity of residential occupiers.

- 36 (a) Prior to the commencement of works related to Phase 2 development a scheme of sound insulation measures shall be submitted to the Local Planning Authority for approval. The insulation between the floors of the flats shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound'. The approved measures shall thereafter be implemented in full.

(b) Prior to the commencement of works related to Phase 2 development A scheme of sound insulation measures shall be submitted to the Local Planning Authority for approval. The insulation of the separating floor between the commercial use and the flats shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound'. The approved measures shall thereafter be implemented in full.

**Reason:** To protect acceptable local noise levels, in accordance with Brent Policy EP2

- 37 Details of the extract ventilation system and odour control equipment for the commercial kitchens in each relevant phase of the development, including all details of external ducting, must be submitted to the Local Planning Authority for approval. The approved equipment shall be installed prior to the commencement of the A3 and the school kitchen use in each relevant phase of the development and shall thereafter be operated at all times during the operating

hours of the A3 and school kitchen use and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of residents.

- 38 Prior to the commencement of development hereby approved to naturalise a section of existing canal feeder a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water must be submitted and approved in writing by the Local Planning Authority in consultation with the Canal & River Trust and the works shall be carried out fully in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the proposed works do not have any adverse impact on the safety of waterway users and the integrity of the canal feeder.

#### INFORMATIVES

- 1 Given the age of the buildings to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.
- 2 The applicant is advised this decision should be read in conjunction with 16/0079 (Listed Building Consent).

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