

**Committee Report**  
**Planning Committee on 15 December, 2010**

**Item No.**  
**Case No.**

**16**  
10/2033

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**RECEIVED:** 3 August, 2010

**WARD:** Wembley Central

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Park Lane Primary School, Park Lane, Wembley, HA9 7RY

**PROPOSAL:** Erection of a part 1, part 2 and part 3 storey rear extension, extension to existing basement and erection to decking area to Park Lane side of school

**APPLICANT:** Mrs Christine Moore

**CONTACT:** Frankham Consultancy Group

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

21/1 - Existing Block 1 - Ground Floor Plan  
21/2 - Existing Block 1 - Basement Floor Plan  
21/3 - Existing Block 1 - First Floor Plan  
21/4 - Existing Block 1 - Second Floor Mezzanine Floor Plan  
223776/A/EX01 Revision 01 - Existing Site Location Plan  
223776/A/EX02 Revision 01 - Existing Site Plan  
223776/A/EX03 Revision 01 - Existing Site Section A-A & B-B  
223776/A/EX04 Revision 01 - Existing East, West, North and South Elevations  
223776/A/EX05 Revision 01 - Existing Park Lanr Plan  
223776/B/PL01 Revision 1 - Proposed Basement Level Layout Plan  
223776/B/PL02 Revision 1 - Proposed Ground Level Layout Plan  
223776/B/PL03 Revision 1 - Proposed First Floor Level Layout Plan  
223776/B/PL04 Revision 1 - Proposed Second Floor Level Layout Plan  
223776/B/PL05 Revision 1 - Proposed Site Layout Plan  
223776/B/PL06 Revision 1 - Proposed Access Ramp Layout Plan  
223776/B/PL07 Revision 1 - Proposed East and West Elevations  
223776/B/PL08 - Proposed Park Lane Elevation  
223776/B/PL09 - Proposed Sections  
223776/B/PL10 Revision 1 - Proposed North and South Elevation  
223776/B/PL11 Revision 1 - Proposed Elevations Finishes Sheet One  
223776/B/PL12 Revision 1 - Proposed Elevations Finishes Sheet Two  
223776/G/01 - Topographical Survey  
-Un-numbered A3 Size South Elevation Materials Plan  
-Phase One Environmental Review by Frankham Consultancy Group Limited  
-BREEAM:Education Pre-Assessment by Frankham Consultancy Limited  
-Design & Access Statement by Frankham Consultancy Group Limited  
-Education Statement

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**RECOMMENDATION**

Grant Planning Permission

## **EXISTING**

Park Lane Primary School in Wembley is currently a one form of entry community primary school and nursery. It fronts onto Park Lane and has boundaries with King Edward VII Park to the north and west, and the rear gardens of 36-41 Princes Court to the south. The main school building is a three storey rectangular building, constructed in red brick in a mock Queen Anne style before the start of the First World War. As is common with schools of this age it has had a number of alterations and additions carried out over the years.

The school buildings currently occupy most of the site. It does have a traditional asphalt play ground but no playing field. It does however have by agreement with Brent's Park Service use of the adjoining King Edward VII Park.

The school is not listed but it is in the Keswick Gardens / Princes Court Area of Distinctive Residential Character.

## **PROPOSAL**

Erection of a part 1, part 2 and part 3 storey rear extension, extension to existing basement and erection to decking area to Park Lane side of school

## **HISTORY**

The main school building was opened in 1911. Over the years and it has been altered and extended a number of times.

The most recent relevant planning history is as follows:

- |            |  |
|------------|--|
| 06/10/2010 | Planning permission granted for the installation of replacement white aluminium-framed, double-glazed windows to main school building (Ref: 10/0254).                |
| 20/06/2003 | Planning permission granted for the demolition of existing temporary classroom to rear and erection of a single-storey building to provide a nursery (Ref: 03/1238). |
| 14/02/1997 | Planning permission of installation of replacement aluminium windows in front elevation (Ref: 96/2156).  |

## **POLICY CONSIDERATIONS**

### **London Borough of Brent Core Strategy 2010**

The following policies in the recently adopted Core Strategy are considered relevant to the current application.

- |      |   |
|------|---|
| CP17 | Protecting and Enhancing the Suburban Character of Brent                      |
| CP19 | Brent Strategic Climate Mitigation and Adaptation Measures                    |
| CP23 | Protection of existing and provision of new Community and Cultural Facilities |

### **London Borough of Brent Unitary Development Plan 2004**

The following saved policies contained in the Unitary Development Plan are considered relevant to the current application.

- |     |                                      |
|-----|--------------------------------------|
| BE2 | Townscape: Local Context & Character |
| BE3 | Urban Structure                      |
| BE5 | Urban Clarity & Safety               |

BE6	Public Realm: Landscape Design
BE7	Public Realm Streetscape
BE9	Architectural Quality
BE12	Sustainable Design Principles
BE25	Development in Conservation Areas
TRN1	Transport Assessment
TRN3	Environmental Impact of Traffic
TRN4	Measures to Make Transport Impact Acceptable
TRN11	The London Cycle Network
TRN22	Parking Standards - Non-Residential Developments
PS12	Parking Standards: Non-Residential Institutions (Use Class D1) and Hospitals (Use Class C2)
CF8	School Extensions

**Supplementary Planning Guidance 17:- Design Guide For New Development**  
**Supplementary Planning Guidance 19:- Sustainable Design, Construction & Pollution Control**  
**Supplementary Planning Document:- s106 Planning Obligations**

**The London Plan (Consolidated with Alterations Since 2004)**

**PPS5: Planning & the Historic Environment**

### **SUSTAINABILITY ASSESSMENT**

This proposal is not a major application and therefore the Council's SP19 requirements do not correctly apply. However the newly adopted core strategy does require all non residential development (including non-major development) to achieve a BREEAM rating of excellent. A pre-assessment of the two options for extending the school indicates that BREEAM excellent can be achieved. A condition is proposed requiring the school to achieve the excellent rating.

The existing school, as part of the BREEAM assessment will incorporate recommendations for improving thermal performance through window replacement, lighting, heating and fabric improvements that may be implemented within project budgets.

### **CONSULTATION**

The following have been consulted on the proposal:

- Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, Park Court
- Nos. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 17, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 32, 31, 33,34, 37, 35, 36, 38, 39, 40, 41, Princes Court
- Nos. 65, Bright Beginning Pre-School, Large Hall Methodist Church, Park Lane Primary School, Park Lane Methodist Church and 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 105, 107, 109, 103, 111, 113, 115, 117, 119, 121,123, 125 at South Meadow, Park Lane
- Ward Councillors

Two separate letters have been received from individuals representing the Board of South Meadows (Wembley) Ltd, the company that manage the small private residential estate located on the opposite side of Park Lane to the School. They object to the proposal on the grounds that they already suffer from the constant trespassing of school children and visitors to the school including illicit parking from parents dropping off and picking up children, this sometimes includes parents driving over the estates grass areas. The expansion of the school will increase traffic in Park Lane, increasing noise and pollution for residents. The Council is proposing controlled pedestrian crossings in Park Lane which will cause further disturbance. Many of the residents of South Meadows are elderly and vulnerable and unable to deal with confrontations that occur with parents.

Thames Water - No objection

Landscape - There is no objection to the development in principal, subject to the normal landscape conditions for this type of development.

Transportation - No objection subject to conditions requiring an amendment to the School's current Travel Plan, additional cycle parking and the submission of a construction method statement.

## **REMARKS**

### Summary/Background

Park Lane is a community primary school that currently offers one form of entry. This proposal will turn it into a two form of entry primary school, requiring an additional 7 classes. This will increase the number of children from approximately 255 three years ago to 450 on completion of the proposed development. This can be achieved by internal alterations and an extension that will create an additional 750 square metres of floor space.

The school are still looking at two options for extending the school. This application considers both options but only one will be implemented. Provided that both options are acceptable in planning terms the final decision on which option will be built will be made before the Committee site visits take place. Both options require up to three storeys of extension.

### Educational Need

Changes in Brent's population has created increasing demand for school places. The number of four year olds on school rolls is expected to rise strongly over the next three to four years.

Applications for reception places 2010-11 are up on last year with 3817 applications compared to 3583 for 2009-10. Since the closing date for applications a further 295 have been received, making a total of 4112 applications. More applications will have come in since the start of the academic year.

As of 15 September 2010, after the additional 135 temporary places are taken into account, 208 Reception children are still unplaced, with 40 vacancies overall in schools; this leaves a net shortage of 168 Reception places in the current academic year. There is also a mismatch between where vacancies exist and where unplaced children live. Most parents seek a local school for primary aged children. During 2009-2010 in some cases the LA has had to offer places up to 5 kilometres away from where children live as this was the nearest offer that could be made.

The Council has consulted with primary schools in the borough to explore the possibility of increasing the number of school places. It has been evident that the demand for places would be greater than the number of available places. This assessment was based on the number of applications received by Brent, the current forecast of student numbers and feedback from schools. Subsequently, the Council has reviewed capacity constraints at all primary schools and identified the maximum need for school places in local areas.

Discussions have taken place with schools that were suitable and willing for expansion. These discussions have resulted in the proposed expansion of Park Lane Primary School to increase the number of reception to year 6 places from 1 form of entry (FE) to 2FE. This expansion will provide the extra classrooms required for a 2FE school and also improve the quality of accommodation through additional specialist provision. This will include a food science classroom, library resource, a new hall, staff room and the installation of a lift.

The provision of new facilities, which can be easily separated from the main body of the school, if required, will provide easily separated access for community use and maintain the security of the school. This will provide opportunities for extended provision by way of a breakfast/after-school club and opportunity for letting out of the hall for sport and wider community use.

The proposals have been assessed against the Government's guidelines for new school accommodation – Building Bulletin 99. The exercise established that the proposed extension and modification of the school will comply BB99 standards and recommendations.

### Playing Field/ Sport Provision

The school, located within an inner city, has limited playground area and no playing fields, as is typical of schools of a similar period located in London boroughs. In keeping with the project brief that any development should cause the minimum impact on the existing playground, the proposal is to therefore locate the new-build extension between the south boundary and nursery and furthest away from the main playground. In addition, an agreement has been reached between the school and Brent Parks for the school to have access to the former tennis court areas in King Edward VII Park, leading directly off the school's west boundary for supervised play and recreation.

### Transport Impacts

There are two main gated entrances to the school, one being on Park Lane and only for pedestrian use. Entrance through this gate is for staff, parents as well as visitors to the school. The other gated entrance is through King Edward Park and is both vehicular and pedestrian. Vehicular access through this entrance is mainly for delivery purposes during out of school hours as staff and visitors no longer park on site, although it does also provide access for disabled visitors.

The proposal will retain no car parking spaces. Staff are encouraged by the school's existing travel plan to use public transport or no car modes of travel. With parking space unavailable along Park Lane and with surrounding streets located within a CPZ there is no scope for vehicles to park on-street in the area. Some teachers do have permits to park within the CPZ. Refuse and delivery vehicles will continue to service the site via the existing vehicular access from the Park.

As with most of Brent's schools the dropping and picking up of children by car is a problem. The school recognise that some parents do use the private estate on the opposite side of Park Lane to park their vehicles. The existing school travel plan is to be amended in consultation with Council officers and with clear targets to ensure that the number of children and staff currently arriving by car does not increase. The latest survey revealed that 50 children and 14 staff currently come to school by car.

### Layout

The proposed extension is situated to the side and rear (south and west) of the existing school building. It attaches to the western corner of the building, and projects towards the boundary with the rear gardens of Nos. 40 and 41 Princes Court and into the playground, toward the rear of the school site.

Two options have currently been put forward for the design, siting and layout of the extension. The applicants have indicated that they will confirm which option will be selected for determination prior to the Committee site visit. Both options will therefore be discussed within this report. Confusingly they are referred to as option 2 and option 3.

Option 2 looks to retain the existing single storey nursery building and build around it whilst option 3 includes the re-provision of the nursery within the extension. Option 3 makes a more efficient use of this constrained school site by opening up more of the school grounds for play and sports and it re-provides the nursery within a more efficient building that will achieve a BREEAM Excellent. Option 2 is a cheaper option as amount of the floorspace that would need to be constructed is smaller. Option 2 retains 2,085 sqm of grounds whilst option 3 includes 2,134 sqm in a more open layout.

## Design and appearance

The proposed extension is set well back from the main building and incorporates an modern design approach that looks to contrast rather than replicate the design and detailing of the main building. Your officers consider this approach to be appropriate as the siting and skewed nature of the extension in relation to the main building is such that it would be difficult to design an extension in this location that replicated the existing building.

The extension appears subservient to the main building and maintains its prominence within the street whilst providing a new and prominent entrance feature.

The success of this design approach will rely on the quality of materials and detailing which can be secured through condition.

## Relationship with adjoining properties

The extension is situated a minimum of 3.2 m (option 2) or 3.9 m (option 3) from the boundary with the adjoining gardens. A 1.2 m wide external stairwell is proposed within the space between the extension and boundary. The height of the extension in relation to the boundary varies significant due to the slope of the surrounding land. It reaches 8.4 m for option 2 and 8.65 m for option 3 to the hand rail that surrounds the "outdoor teaching terrace". This significantly exceeds the 45 degree line set out within Supplementary Planning Guidance No. 17 (by 2.35 to 2.8 m), even if the angle was taken from the 2.4 m height of the existing fence rather than the 2 m. This height would also need to be increased to allow a screen to be incorporated to ensure the privacy of adjoining residents. The presence of a garage in the rear garden of No. 41 Princes Court significantly reduces the impact on the adjoining garden. However, this is limited to the element of the extension that is adjacent to the garage and the proposed extension projects significantly to the west of the garage.

The applicants have agreed to revise the drawings to address this issue, which is likely to result part or all of the building being set approximately 2 to 3 m further back from the boundary to improve this relationship. Further detail regarding the relationship between the adjoining gardens and the site will also be provided.

All windows that face the adjoining residential gardens and are within 10 m of the boundary will be obscure glazed and fixed closed (or high level opening). The "open outdoor teaching terrace" (as discussed above) is considered to result in significant overlooking in its current form. However, the applicants will revise this and will either remove this feature or proposed screening around it to address this issue, and will also provide further detail the means by which the stairs and platform lift can be provided whilst ensure the privacy, light and outlook of the adjoining residents.

## Conclusion

The proposed extension along with others identified at schools around the borough is part of a strategy to accommodate Brent's burgeoning primary school population. As well as increasing the schools capacity it will also improve facilities within the existing school will hopefully increase the standard of education available to pupils. Subject to the amendments set out in the report, and subject to the schools existing travel plan being amended with clear targets to prevent any increase in car usage above current levels, the proposed extensions are considered acceptable.

**RECOMMENDATION:** Grant Consent

## REASON FOR GRANTING

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

Brent Unitary Development Plan 2004  
Central Government Guidance  
Council's Supplementary Planning Guidance No. 17  
Brent Local Development Framework Core Strategy 2010

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  
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

## CONDITIONS/REASONS:

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

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

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

223776-A-000 Rev 01	223776-A-114 Rev 02
223776-A-001 Rev 00	223776-A-115 Rev 01
223776-A-002 Rev 00	223776-A-116 Rev 01
223776-A-003 Rev 00	223776-A-117 Rev 01
223776-A-004 Rev 00	223776-A-210 Rev 00
223776-A-100 Rev 00	223776-A-211 Rev 00
223776-A-101 Rev 00	223776-A-309 Rev 01
223776-A-102 Rev 00	223776-A-310 Rev 01
223776-A-103 Rev 00	223776-A-311 Rev 02
223776-A-104 Rev 00	223776-A-312 Rev 02
223776-A-110 Rev 02	223776-A-EX03 Rev 01
223776-A-111 Rev	223776-A-EX04 Rev

01	01
223776-A-112 Rev	223776-A-EX05 Rev
01	01
223776-A-113 Rev	223776-G-01
01	

Education Statement

BREEAM Pre-assessment, dated 17/6/2010

Phase One environmental review, reference 223776, Issue 1, dated 22/3/2010

Park Lane Primary School, School Travel Plan 2010, reference 3042038

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

- (3) Prior to the completion of the works hereby approved, the applicants shall submit details of cycle storage within the school grounds. This shall be submitted to and approved in writing by the Local Planning Authority and thereafter be installed in the position shown for use by staff/students within 6 months of approval being given.

Reason: To ensure the adequate provision of cycle-parking to promote the use of non-car modes of access to the site.

- (4) Prior to the completion of the works hereby approved, the applicants shall submit details of refuse/recycling storage. This shall be submitted to and approved in writing by the Local Planning Authority and thereafter be installed in accordance with the approved details within 3 months of approval being given.

Reason: To ensure the adequate provision of waste and recycling storage and prevent harm to local amenity.

- (5) No external lights shall be erected unless otherwise agreed in writing by the Local Planning Authority through the submission of details, which shall then only be implemented in accordance with the approved details

Reason: In order to safeguard local residential amenities

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

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

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

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



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

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

- (8) The development hereby approved shall not be occupied unless a review by a BRE approved independent body which verifies that the development has met or exceeded a BREEAM excellent rating is submitted to and approved in writing by the Local Planning Authority. If the review specifies that the development has failed to meet the above levels, compensatory measure shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the extension.

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

- (9) The applicants will comply strictly in accordance with the measures set out within the submitted 2010 School Travel Plan, unless otherwise agreed in writing by the Local Planning Authority. The Travel Plan shall be monitored on an annual basis and the results of the ITrace-compliant monitoring incorporated into the submission requirements below:

a) Within 3 months of occupation, the Travel Plan shall be audited, with a site and staff ITrace-compliant survey and these details shall be submitted to the Local Planning Authority and approved in writing within 6 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority

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

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

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

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

#### **INFORMATIVES:**

None Specified

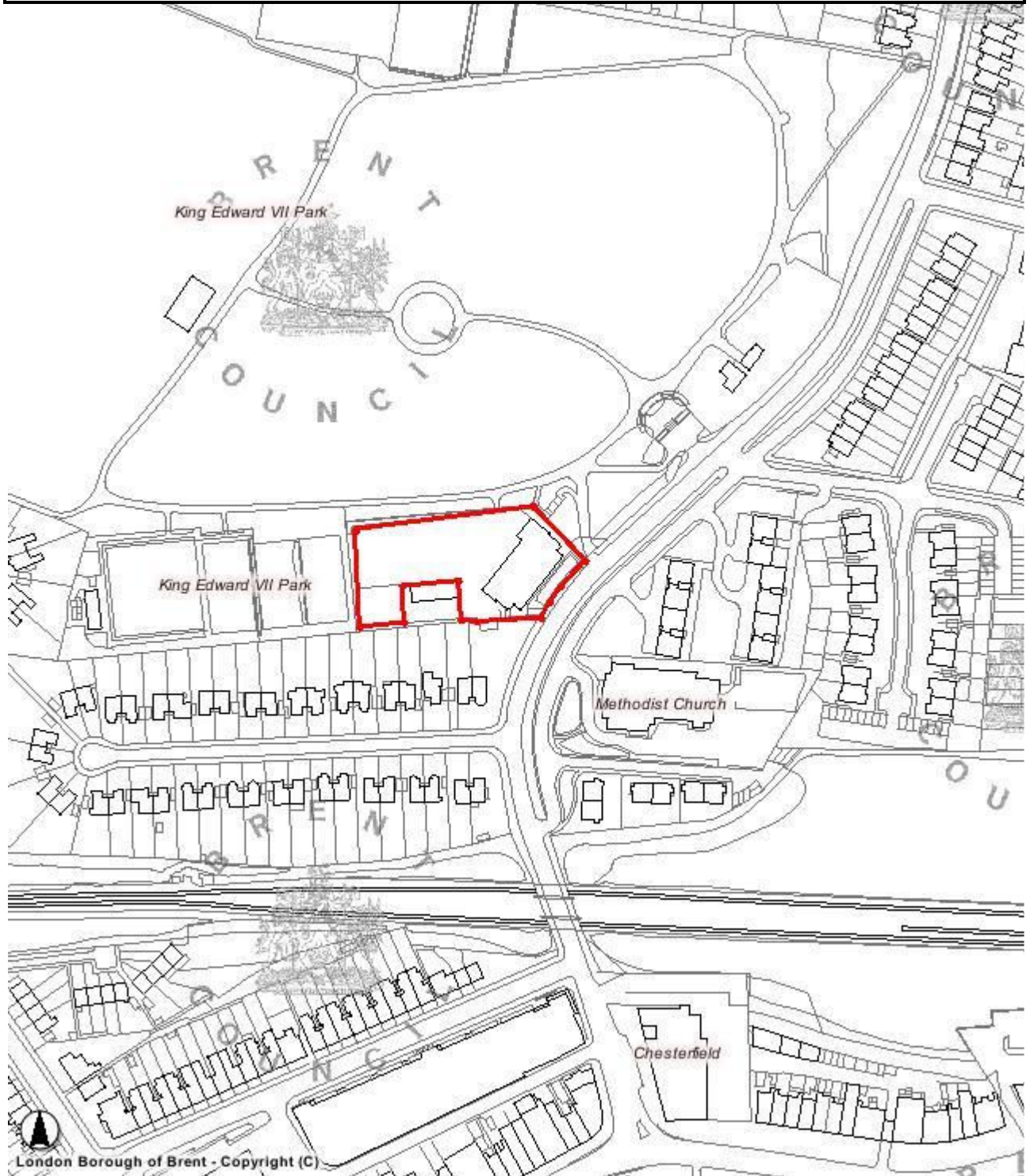
Any person wishing to inspect the above papers should contact Mumtaz Patel, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5244



## Planning Committee Map

Site address: Park Lane Primary School, Park Lane, Wembley, HA9 7RY

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