

**Committee Report**  
**Planning Committee on 2 February, 2011**

**Item No.** 5  
**Case No.** 10/2996

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**RECEIVED:** 22 November, 2010

**WARD:** Queensbury

**PLANNING AREA:** Kingsbury & Kenton Consultative Forum

**LOCATION:** Hay Lane Special School & Grove Park School, Grove Park, London, NW9

**PROPOSAL:** Part demolition of the existing special educational needs schools and erection of a replacement special educational needs school, comprising a two-storey main building (Use Class D1) and ancillary two-storey short-break centre (Use Class C2), including a sports hall, swimming pool, multi-use games area, external play space and associated landscaping as amended by plans received 20/01/10

**APPLICANT:** Education Department

**CONTACT:** NTR Planning

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

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**RECOMMENDATION**

Approval

**EXISTING**

The site extends to approximately 2.066ha and contains the Grove Park and Hay Lane schools providing for pupils with special educational needs. The original school buildings seem to date from the 1960s, although others have been added over time including a swimming pool and more recent sixth form building. The schools consist of a mix of single storey and two storey development, with the main entrance block for the former Hay Lane School being two storeys in height (in part).

A recently constructed sixth form block (granted planning permission in 2006) is located on a plateau of land to the rear (southern end) of the site and will be retained under the current development proposals.

Recently these two schools were combined to form the Village School. Hereafter the site will be referred to as the Village School.

The site is located to the east of the Roe Green Village conservation area within a predominantly residential area in the north of the Borough. Located on the corner of Grove Park and Stag Lane, the site is approximately 300m from Kingsbury School to the west and 500m from the A5 to the east.

The site is not level, with ground levels rising from Stag Lane towards Grove Crescent and from Grove Park to Elmwood Crescent. The existing site consists of three plateau levels stepping up 2 m at a time: the lowest level is adjacent to Stag Lane with the existing Hay Lane building site; to the east the Grove Park site steps up 2 m. The recently completed 16+ block to the south sits up a

further 2 m. There is an overall level rise totaling 7 m from the lowest point at the north-west corner of the site at the Stag Lane/Grove Park junction up to the south-east corner of the site.

The northern boundary is formed by Grove Park, a residential street which connects Stag Lane in the west to the Edgware Road (the A5) in the east. Two storey semi-detached houses line the north side of Grove Park. These are set about 3-4m back from the footpath and most front gardens are used for parking; soft landscaping is minimal.

The eastern boundary comprises the flank wall and garden of a semi-detached house on the south side of Grove Park and the rear gardens of properties on the west side of Grove Crescent. The eastern part of the site is terraced to provide a level site for the school buildings: as such much of the eastern boundary is stepped below the gardens of Grove Crescent as the natural levels slope from south-west to north-west. As a result the gardens of the houses on Grove Crescent are more than a metre higher than the level of the site along that boundary. A vegetated bank and retaining wall form the boundary, with the various fences and outbuildings of the Grove Crescent houses atop this.

To the south the boundary is formed with the gardens of properties on Elmwood Crescent; apart from some landscaping, no works are proposed in this part of the site. To the west the site abuts the rear of Harrod Court, a recent development comprising sheltered residential accommodation and Extracare facilities for the elderly. The site also has permission for a primary health facility but works have yet to start; this would be located by The Lodge.

The western boundary is formed by Stag Lane and many mature trees are present along here. Opposite lies the local centre for Roe Green Village, within the conservation area. The junction of Grove Park and Stag Lane is frequently busy particularly during drop-off and pick-up for the schools. The existing Lodge fronting Stag Lane falls outside of the application site and will remain unaffected by the application proposals.

A large number of mature and semi-mature trees are present, predominantly clustered along the boundaries.

Three means of access and egress via Grove Park exist, with car parking provided in two locations containing 55 formal spaces in total. There is limited capacity for accommodating mini buses within the site during times of pick up and drop off; as such at present the majority of minibuses queue along Grove Park, creating conditions of general congestion and obstruction within the highway. Often the vehicle's engines are left running, causing additional harm to local amenity.

On-street parking in Grove Park is generally unrestricted, but double yellow lines at its junction with Stag Lane and enforceable School Keep Clear markings outside the site reduce the parking capacity of the street. Previous site visits have observed the road to be about 85% parked, with 28 cars/2 minibuses parked within the Grove Park School site and 25-30 cars within the Hay Lane School site.

Public transport access to the site is moderate (PTAL 3), with seven bus services within 640 metres (8 minutes' walk).

## **PROPOSAL**

The application proposes construction of replacement buildings for the Village School special educational needs school for children with profound and complex needs. The proposal involves a new building with better sharing of facilities and improved learning environment. A 'short break centre' for respite care would also be provided.

The pupil population would increase from 210 to 235 but the staff would remain at the current maximum of 206 staff.

During the construction period it is proposed to decant the school to temporary accommodation on the playing fields of Kingsbury High School. This is subject to a separate application 10/2994 which is also under consideration on this agenda, also with officer recommendation for approval.

### **1. The Village School**

The new school building would be up to two storeys in height. This, combined with the existing sixth form block will consist of three distinct educational 'villages' as follows:

- Village 1: Early years and Key Stage 1 – these facilities to be accommodated within the ground floor (western wing) of the new school building;
- Village 2: Key Stage 3 – these facilities to be provided within the ground floor (eastern wing) of the new building;
- Village 3: Key Stage 4 and 5 – provided within the existing sixth form block and some parts of the first floor of the western wing.

The majority of classroom space will be provided at ground floor level to give the necessary attached external spaces. The new school buildings will include staff, therapy and additional classroom areas at first floor level, together with a replacement sports hall and swimming pool of 78.9 sq.m in area. The swimming pool will be smaller than the existing pool (119 sq.m as existing), but will be purpose designed to meet the particular sensory and therapy needs of the school's students. The swimming pool will incorporate a Jacuzzi and Hydrotherapy facility to aid in the sensory experience and therapy function. The swimming pool and sports hall will both be located alongside the Grove Park frontage of the new building. A secondary entrance to the sports hall and pool is provided on the frontage allowing for 'out of hours' evening and weekend community use.

### **2. The Short Break Centre**

The Short Break Centre is proposed within the north-eastern corner of the site fronting Grove Park. It will consist of a two storey "L" shaped building of traditional construction, incorporating a pitched roof to remain sympathetic to the domestic architectural style of neighbouring semi-detached residential properties within Grove Park. The building will rise to 8.5 metres at roof ridge level.

Its purpose is to provide residential respite care for children with Profound and Multiple Learning Difficulties (PMLD) and Autistic Spectrum Disorder (ASD).

At ground floor level, the new building will comprise activity rooms, dining rooms, meeting room, calm room, hygiene and medical rooms, supporting administrative services and store rooms.

The first floor of the building will contain four PMLD bedrooms with a further four ASD bedrooms along with an ICT Hub, Sensory Room and other ancillary rooms (for example Hygiene Room).

### **3. Access and parking**

The main vehicular access point for minibuses will be at the eastern end of the Grove Park frontage in a similar position to the existing access/egress serving the former Grove Park School—about 115m east of the Stag Lane junction—with an internal service road and waiting bay for minibuses within the site boundary between the new building and the Grove Park frontage; this will lead to the egress point for minibuses located towards the western end of the Grove Park frontage in the position of the former Hay Lane access—about 25m from its junction with Stag Lane. This latter will also serve as the main means of access and egress for staff and visitors.

The main car park area will be located within the western part of the site, in a similar position to the former Hay Lane school car park. The car park will consist of:

49 general use car parking spaces;  
3 disabled spaces;  
2 taxi pick-up/drop-off spaces;  
4 mini-bus spaces;  
11 mini-bus drop-off/pick-up spaces; and

Four parking spaces will be provided to the front of the Short Break Centre, two of which being designated for disabled use. This would utilise the minibus access on the eastern end of the Grove Park frontage.

The principal pedestrian entrance serving the new school building will be from Stag Lane. Bicycle parking provision for 24 cycles would be provided.

#### **4. Landscaping and play areas**

A garden area laid mainly to grass will be provided to the rear of the Short Break Centre with a shared playground containing play equipment positioned to the south. A Multi-Use Games Area (MUGA) will be provided further to the rear.

A sensory garden containing assorted planting and an informal play zone will be provided to the east of the existing sixth form centre on the raised section of undeveloped land at the southern end of the site. The existing wooded area in the extreme south-eastern corner of the site will remain unchanged under these proposals, other than the installation of woodland play equipment.

#### **5. Other**

An upgrade to the existing substation in the north-east corner of the site and adjacent to the Short Break Centre is proposed, to house a new EDF Transformer and incoming switch room. This equipment, including standby generator will be housed within a weatherproof acoustic enclosure.

## **HISTORY**

This is the first application for comprehensive redevelopment of the site.

Planning permission was granted in July 2008 for the erection of a single storey and two-storey extension to the front entrance and reconfiguration of the existing parking to the Hay Lane School (ref 08/1692). Permission was also granted for the erection of a single storey extension to Hay Lane (ref 05/1783) permitted in August 2005 and subsequently March 2007. This project was abandoned when the prospect of funding for this larger scheme became available.

Other significant recent permission(s) included the erection of a single storey annex building (for 16 years plus) to the south of Grove Park School (Ref 06/3621). This permission has been implemented and will be retained under the current application proposals as Village 3 providing a sixth form block.

Applications for incremental piecemeal development preceded the permissions identified above, including consent for single storey modular classrooms, and a new gym store and changing room granted consent under reference 01/0826 and 04/2428, both at Hay Lane.

## **POLICY CONSIDERATIONS**

### ***Local***

The development plan for the purposes of S54A of the Town and Country Planning Act is the Adopted Brent Unitary Development Plan 2004, the Brent Core Strategy 2010 and the London

Plan (Consolidated with Alterations since 2004).

### *Brent Unitary Development Plan 2004*

Within the 2004 UDP the following list of polices are considered to be the most pertinent to the application.

#### *Strategic*

- STR3 In the interests of achieving sustainable development, development of previously developed urban land will be maximised
- STR5 Reduces the need to travel, especially by car.
- STR6 Parking controls
- STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.
- STR13 Environmentally sensitive forms of development will be sought
- STR14 New development should make a positive contribution to improving the quality of the urban environment
- STR15 Major development should enhance the public realm

#### *Built Environment*

- BE2 Townscape: Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for Disabled People
- BE5 Urban Clarity & Safety
- BE6 Public Realm: Landscape Design
- BE7 Public Realm: Streetscape
- BE9 Architectural Quality
- BE12 Sustainable Design Principles
- BE25 Development in Conservation Areas
- BE33 Tree Preservation Orders

#### *Housing*

- H22 Protection of Residential Amenity

#### *Transport*

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN4 Measures to make transport impact acceptable
- TRN10 Walkable environments
- TRN11 The London cycle network, schemes should comply with PS16
- TRN12 Road safety and traffic management
- TRN13 Traffic calming
- TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.
- TRN16 The London Road Network
- TRN20 London Distributor Roads
- TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.
- TRN30 Coaches and taxis should be accommodated to ensure unloading or alighting does not obstruct the highway
- TRN35 On transport access for disabled people and people with mobility difficulties.
- PS12 Car parking standards – Class D1

- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

#### *Open Space, Sport & Recreation*

- OS9 Dual Use Open Space

#### *Community Facilities*

- CF7 New Schools
- CF8 School Extensions
- CF9 Temporary Classrooms
- CF10 Development Within School Grounds

#### *Brent Core Strategy 2010*

The following spatial policies are considered relevant to this application:

- CP 1 Spatial development strategy
- CP 5 Place making
- CP 6 Design & density in place shaping
- CP 15 Infrastructure to support development
- CP18 Protection and enhancement of Open Space, Sports & Biodiversity
- CP 19 Brent strategic climate mitigation and adaptation measures
- CP 23 Protection of existing and provision of new community and cultural facilities

#### *Brent Supplementary Planning Guidance*

##### *SPG 17 "Design Guide for New Development" Adopted October 2001*

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

##### *SPG19 "Sustainable Design, Construction & Pollution Control" Adopted April 2003*

This supplementary planning guidance focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants. It emphasises environmentally sensitive, forward-looking design, and is consistent with current government policy and industry best practice, aiming to be practicable and cost-effective.

#### **Regional**

##### *London Plan 2008*

The London Plan, which was adopted in February 2004 and revised in 2006 and 2008, sets out an integrated social, economic and environmental framework for the future development of London. The vision of the Plan is to ensure that London becomes a prosperous city, a city for people, an accessible city, a fair city and a green city. The plan identifies six objectives to ensure that the vision is realised:

- Objective 1: To accommodate London's growth within its boundaries without encroaching on open spaces
- Objective 2: To make London a healthier and better city for people to live in;
- Objective 3: To make London a more prosperous city with strong, and diverse long term economic growth
- Objective 4: To promote social inclusion and tackle deprivation and discrimination;
- Objective 5: To improve London's accessibility;
- Objective 6: To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city.

## **National**

### *Planning Policy Statement 1 – Creating Sustainable Communities (2005)*

This PPS replaces PPG1 – General Principle and Policy (Feb 1997) supports the reform programme and sets out the Government's vision for planning, and the key policies and principles, which should underpin the planning system. These are built around three themes: sustainable development – the purpose of the planning system; the spatial planning approach; and community involvement in planning.

### *Planning Policy Guidance 13 – Transport (2010)*

PPG13 outlines the Government's aim of achieving reduced car dependency via transport and planning policies that are integrated at the national, strategic and local level. The guidance places an emphasis on putting people before traffic, indicating that new development should help create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport.

### *Planning Policy Statement 17: Planning for Open space, Sport and Recreation*

The general thrust of this advice relates to planning for new urban open space and recreational developments, particularly the protection of existing facilities. In considering applications for floodlighting, local authorities should ensure that local amenity is protected.

## **SUSTAINABILITY ASSESSMENT**

The application is supported by a *Sustainability Report* (including BREEAM pre-assessment, sustainability strategy and sustainability checklist) and an *Energy demand and renewable options assessment*, both prepared by Frankham Consultancy Group Ltd,

### **1. Sustainability**

The Village School has been designed to be energy efficient and reduce carbon emissions, as well providing sustainability improvements in terms of water, materials, wildlife and waste. Pulsed water metres, water efficient appliances and rainwater will be harvested for toilets to reduce water consumption and materials from sustainable sources will be specified including FSC timber. Contractors will be registered to the Considerate Contractors Scheme. Wildlife improvements include protection of existing trees, planting of native species, improved pond and shrub areas and installing bird and bat boxes. A Site Waste Management Plan will be produced and the WRAP schools procurement guidance will be followed to set targets for the level of waste reduction, recovery and reuse.

#### **1 Energy efficiency measures**

The following energy efficiency measures are proposed:

- (i) maximised use of natural daylight with light wells and sun pipes;
- (ii) building Management System and Metering of main energy uses; and
- (iii) zoned & daylight controlled lighting

#### **1.2 BREEAM**

BREEAM Pre-Assessments have been completed for the Village School and Short Break Centre. The Village School is predicted to score 71.24% and the Short Break centre 72.53%. These are only just meeting the BREEAM Excellent level, which officers will require by condition, and additional measures should be implemented to ensure Excellent is achieved.

### **2. Energy**

The Energy Report does not make clear whether unregulated energy/emissions have been included in the calculations, this should be clarified; furthermore the report should use Building Regs 2010 adopted conversion factors.

### *2.1 Combined Heat and Power (CHP)*

A CHP system is proposed, specifically a twin gas engine system, 20kWe and 48kWh to heat domestic hot water, pool, air heating and under floor heating. Subject to further details of how the CHP has been sized to meet base hot water demand, including heat load profile, your Sustainability officers accept the proposed CHP system. Environmental Health officers also support the principle of the CHP system but are concerned by the potential for Air Quality impacts, in particular NOx emissions. UDP policies EP3 and EP4 seek to ensure that new development does not prejudice air quality; the site is close to the Brent Air Quality Management Area (AQMA) and, at the regional level, the Mayor's Air Quality Strategy also indicates a desire to limit NOx emissions from CHP units although specific emissions limits have not yet been set. Subject to provision of further information and technical data for the CHP units proposed, including a set limit of NOx emissions—in line with that found acceptable elsewhere—stack heights and locations, Environmental Health officers are satisfied. This further information would be secured by condition.

### *2.2 Renewable energy*

In terms of renewable energy, 107sqm of photovoltaic (PV) panels are proposed. The anticipated carbon offset from 107sqm of PV panels is reasonable and the final amount will depend on PV specification. The location and orientation of the PV panels should be confirmed by condition.

In addition Air Source Heat Pumps (ASHPs) are proposed; officers consider this to be acceptable on balance, given concerns about biomass boilers and air quality in a school environment.

## **CONSULTATION**

### ***Local consultees***

Local residents, business and schools etc up to 620m away, a total of 774 addresses, were consulted on 2 December 2010. A press notice and site notices were posted on 6 December. Ward Councillors for Fryent and Queensbury, Roe Green Village Residents' Association and the QARA Group of Residents' Associations were also consulted.

### *Objections*

To date (20 January) a total of 5 letters of objection have been received. Where multiple objections from one property are received, these are logged as only one objection.

The reasons for objecting (and number) can be summarised as follows:

1. Principle  
1 resident
2. Traffic & highway safety  
(a) Impact of school traffic (mini-buses) on congestion and highway safety on nearby roads  
2 residents  
(b) Impact on parking on nearby roads  
3 residents
3. Community use of swimming pool  
1 resident
4. Design out of keeping with character of Conservation Area  
1 resident
5. Noise and disturbance from construction works



1 resident

### *Support*

To date (20 January) a total of 1 letter supporting the scheme has been received, from a resident on Roe Lane, commenting on the improved facilities for children, the improved access arrangements for minibuses and the replacement of the existing untidy buildings.

### **Statutory consultees**

The Environment Agency and Thames Water were consulted on 6 October. English Heritage was consulted on 14 January.

#### *Environment Agency*

No comments yet received

#### *Thames Water*

No objection with regards to sewerage infrastructure

#### *English Heritage*

No comments yet received

### **Internal consultees**

The Council's Transportation department, Environmental Health and Children & Families service were consulted, along with officers within the Policy section of the Planning service to comment on matters of policy, landscape & trees, ecology and sustainability.

#### *Transportation*

No objections on transportation grounds to this proposal subject to:

1. Restrictive - a financial contribution towards highway safety
2. Restrictive - reinstatement of all redundant lengths of crossover to footway at the applicant's expense
3. Details required - School Travel Plan of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme
4. Details required - Construction Management Plan
5. Details required - further tracking of the easternmost vehicular access
6. Details required - reduce car parking spaces for the short-break centre to two (plus one disabled)

#### *Environmental Health*

No objection subject to conditions

1. Details required – CHP emissions and abatement equipment
2. Details required – post-demolition site investigation
3. Details required – Remediation measures to be carried out & verification report submitted
4. Details required – noise impact assessment
5. Informative - contaminated land

#### *Landscape & trees*

No objection subject to conditions

1. Details required - 30 trees should be planted as mitigation
2. Details required – tree protection plan
3. Details required – arboricultural method statement

### *Ecology*

No objection subject to conditions

1. Details required – bat boxes, bird boxes
2. Details required – lighting proposals
3. Informative – ecological watching brief

### *Sustainability*

No objection subject to the following conditions:

1. Details required – location and orientation of 107sqm PV panels
2. Details required – Water saving measures
3. Details required – further details of the CHP sizing?
4. Details required – Statement of compliance with ICE Demolition Protocol

## **REMARKS**

### ***Introduction***

In summary it is considered that the proposal benefits from significant planning merit in respect of improvements to the visual impact of the site, its day-to-day operation and resulting amenity impacts and the provision of improved facilities for Brent's residents.

### ***Key considerations***

The following are considered the main planning issues relevant to this application:

1. Principle of development
2. Transportation matters
3. Impact on neighbouring amenity
4. Visual impact, including impact on Roe Green Conservation Area
5. Landscaping & trees

#### ***1. Principle***

##### ***1.1 Education need***

Brent has local policy objectives to meet the needs of the borough's diverse community in respect of cultural facilities and sport and recreational activities. This was most recently confirmed by the adoption of the Core Strategy (2010) and in particular strategic objective 5 and policy CP23. Policy CF8 of the Unitary Development Plan (2004) also supports proposals to enlarge school size to enable substandard schools to meet statutory targets and/or to accommodate forecast growth in pupil numbers, subject to acceptable transport impact and adoption of measures to reduce car use.

At the regional level, policy 3A.24 of the London Plan 2008 states the demands for pre-school, school and community learning facilities, taking into account GLA demographic projections, should be met with adequate provision in partnership with the local education authority, local strategic partnership and users; changes to concurrent targets for educational attainment may also require the expansion and/or provision of additional school facilities, including facilities for children with special needs.

The Village School suffers from the poor physical condition of the building stock and its limited operational suitability to meet the demands of modern Special Educational Needs (SEN) education, demands which are rising to the fact the degree of disability amongst the pupils is increasing. Consequently, it is becoming increasingly difficult for Brent Council to meet its statutory

obligations

Permissions were granted in 2007 and 2008 for extensions to the schools to provide improved facilities, but this was not pursued. Instead, funding allocated to Brent from the Government's Targeted Capital Fund (TCF)—combined with a capital allocation under the Aiming High Transformation Programme for Disabled Children—means comprehensive redevelopment is a now viable option.

The new accommodation will also provide scope for expansion of the school role from 210 pupils to 235, a necessary response to a growing pressure on special school places emerging through a continuing increase in the number of pupils in Brent with profound and multiple learning difficulties and with autism and associated learning and behavioural difficulties. This 12% increase in pupil numbers is not considered to result in a material intensification of activities on the site.

Redevelopment will provide additional classroom space and an educational environment better suited to the needs of students with multiple learning difficulties/disabilities. There would also be a resultant improvement in specialist facilities, whilst also addressing current inefficiencies in the use of space and greatly improving access arrangements

In this respect the principle of the application is deemed acceptable.

### *1.2 The Short Break Centre*

The Short Break Centre represents the amalgamation of respite facilities currently provided at Crawford Avenue and Clement Close.

The Short Break Centre will include a residential element (providing 8 bed spaces) and provide 12 day places and will remain ancillary to the primary educational use of the site falling within use Class D1. The Centre would benefit from use of the school facilities; there is a clear logic to the location of this residential institution (Use Class C2) and its scale is such that officers consider it an ancillary function which meets the criteria of UDP policy CF10 *Development within School Grounds*.

### *1.3 Loss of the caretaker's bungalow*

The application includes the demolition of the existing unoccupied and dilapidated caretaker's bungalow in the north-east corner of the site. The loss of this single family dwelling would not result in contravention of Core Strategy policy CP21 *A Balanced Housing Stock* (which supersedes UDP policy H8 *Resisting Loss of Housing*), since in planning use terms, the caretaker's house was considered as an ancillary part of the primary Class D1 non-residential educational use of this site. With the application proposal seeking to consolidate and improve educational facilities on site, this supports the primary use of the site for educational purposes, with the loss of a single ancillary residential unit not considered to materially outweigh the overriding educational land use objectives for this site.

### *1.4 Summary*

Your officers are satisfied that the proposed redevelopment meets the objectives of the development plan and as such it is acceptable in principle.

## **2. Parking & access**

A Transport Statement has been produced by Peter Brett Associates and submitted with the application.

### *2.1 Traffic impact*

Some local residents in the Roe Green Village Conservation Area, which is located on the opposite side of Stag Lane to the application site, have objected to the proposal in terms of the traffic impact. Your officers do not expect the proposed moderate increase in pupil numbers (12%) will have any demonstrable impact on the Conservation Area as the site access and approach roads are not located within the Conservation Area.

With regard to wider traffic impact, existing vehicular flows through the adjacent junction of Stag Lane and Grove Park were surveyed and the results showed that the junction currently operates well within its theoretical capacity, with flow reaching a maximum of 34% of capacity on the Grove Park arm at school closing time. As such, there is sufficient spare capacity to accommodate any marginal increase in traffic arising from this proposal.

The impact of the Short Break Centre on traffic generation within the local area will be limited, due to the fact that it will have a dual use with the school and it does not form an intensive use in its own right. Furthermore many vehicular movements associated with the use will be outside of peak times

In respect of UDP policy TRN1 *Transport Assessment*, Your officers are satisfied with the traffic impact of the proposals on the highway network, subject to measures to reduce car usage including a School Travel Plan (see below) in accordance with policy TRN3 *Environmental Impact of Traffic* and TRN4 *Measures to Make Transport Impact Acceptable*.

*2.2 Mini-bus congestion relief*

The main impact of the existing situation is the fact there is insufficient space on site for all the minibuses to wait within the school boundaries; the resulting queue of minibuses at drop-off and pick-up times make negotiating that stretch of Grove Park and the turn from Stag Lane difficult at school peak times. One of the main objectives of the redevelopment, therefore, is to provide setting down facilities within the site, in accordance with standard PS12.

The Transport Statement sets out the existing situation, which is identified the following totals:

Morning	08.20-09.20	26 minibuses	163 pupils (6.3 per minibus)
	08.00-09.00	18 cars/taxis	23 pupils
Afternoon	14.40-15.45	23 minibuses	162 pupils
	14.50-15.45	13 cars/taxis	20 pupils

The peak minibus accumulation at the Village School totalled 11 minibuses in the morning (08.55-09.00) and 17 in the afternoon (15.20-15.25).

This proposal will increase the number of pupils within the school by 25 and in order to assess a 'worst-case' scenario, it has been assumed that all of these additional pupils would travel by minibus, with none using spare capacity on existing buses. In reality though, it should be possible to increase the average number of pupils using each minibus, as not only will new pupils be able to use some of the spare capacity on existing buses, but the scope for pupils from the two existing separate schools to share buses in future will increase due to the merger into the Village School, as opposed to two separate schools.

The worst-case scenario increases the maximum minibus accumulation on the site to 21 minibuses in the afternoon peak period, up from 17 observed in the Transport Statement survey. The site layout has therefore been designed to ensure that at least 21 minibuses can be accommodated – 11 in parking bays along the front of the building and 12 along the one-way access road along the northern side of the site. Four further minibus spaces are indicated within the car park, in addition to two taxi bays.

As such, the overall capacity of the car park and minibus parking provision should be more than sufficient to meet future demand within the site, thereby addressing the existing problems that arise from minibuses being unable to access the site at busy periods.

## *2.2 Parking*

Car parking allowances for educational use are set out in standard PS12 of the adopted UDP 2004. This allows up to one space per five staff, plus 20% for visitors. On the basis that staffing numbers are to remain unaltered at 206, up to 41 staff spaces and eight visitor spaces would be allowed. The proposed provision of 49 standard width spaces for the school therefore complies with standards with the provision of a further three widened marked disabled spaces satisfying standard PS15.

The allowance for the short break centre would total just one staff and one visitor space though. The proposed provision of four standard width spaces would therefore exceed allowances and has been amended to two disabled bays and two standard bays, to reflect the nature of the facility and its specific requirements.

## *2.3 Cycle parking*

Standard PS16 requires a minimum of one bicycle parking space per ten staff, giving a minimum requirement of 21 spaces. Secondary schools are also generally required to provide one space per ten pupils, but given the specialist nature of this school whereby most pupils need to be transported to the site, this pupil requirement is considered unnecessary. The proposed provision of 24 covered spaces would therefore accord with standards, whilst shower and locker facilities are also to be provided, which is welcomed.

## *2.4 Vehicular access*

The locations for the proposed vehicular accesses onto Grove Park are acceptable in principle. However, the AUTOTRACK run for a minibus turning right into the site does not take account of any parking along the northern side of Grove Park, so there is doubt as to whether this 180° turn is feasible in practice, given that the frontage access road sits so close to the highway boundary. Further verification that this access can adequately accommodate right-turning minibuses has been provided on drawing 23706/001/001 Rev A; this is considered acceptable.

The existing road markings and waiting restrictions along Grove Park will need to be adjusted to suit the new access positions, whilst the existing redundant crossovers will need to be reinstated to footway at the applicant's expense; this can be secured by condition.

## *2.5 Pedestrian access*

The provision of a separate wide pedestrian access directly from Stag Lane is welcomed and represents a significant improvement on the existing situation in which no footpaths are provided into the site. The site entrance gates have also been set back 5m from the highway boundary to provide gathering space in front of the school gates, whilst a pedestrian refuge is located just north of the access point to provide a safe crossing facility on Stag Lane.

The only concern is to ensure all associated highway signing and lining is amended to suit the opening up of this new access point and to this end, a financial contribution, total sum to be agreed, is sought towards the provision of road markings, guard railing and advance warning signs.

## *2.6 Travel Plan*

In order to help to ensure that traffic flows and associated parking in and around the site are minimised, a draft School Travel Plan has been prepared by Peter Brett Associates.

However, the draft plan lacks any tangible targets for reducing car use or a timetable and process by which progress towards those targets might be monitored. Combined with a lack of any confirmation that adequate funding or resources will be put into the Travel Plan and a fairly limited range of Travel Plan measures, this draft Travel Plan has scored a FAIL under TfL's ATTrBuTE Travel Plan assessment programme. This is disappointing, as a lot of useful survey work had been undertaken to produce a detailed baseline position from which measures and targets could be developed.

It will be necessary to provide an improved Travel Plan prior to occupation of the new school be secured through a planning condition.

### *2.7 Servicing*

There are no specific servicing requirements for schools, but it is important that refuse collection is able to take place clear of the highway. In this respect, a service yard is indicated to the rear of the proposed main building, with an AUTOTRACK run having been provided to show that a large refuse vehicle could access and turn within the yard, although the manoeuvre is a little tight.

### *2.8 Other transport matters*

Finally, consideration needs to be given to how the site will operate during the construction period, not just in terms of bringing construction vehicles safely onto the site but also in terms of retaining access to the post-16 block at the rear of the site, which is proposed to remain in use throughout the construction period. Of particular importance is the need to ensure that any minibuses bringing pupils to the site during this period are catered for by retaining adequate parking facilities on the site.

The applicant has provided further information in the letter from the agent dated 19 January 2011; this explains that 30% of the existing pupils will remain onsite during the construction phase. This equates to traffic movements of eight minibuses and five car movements in the morning period and seven minibuses and four car movements in the afternoon. In accordance with the assessment of the decant proposals in parallel application (10/2994), it is assumed all school staff would use the temporary car park in the Kingsbury High School Bacon Lane campus and walk across as necessary.

It is envisaged that the school access during the construction phase would be via the eastern Grove Park access, with an internal access road running along the eastern side of the Village School site. Space for minibus and parent/taxi drop-off and pick-up would be provided by the sixth form block and the vehicles would egress via the same two-way route to Grove Park. Detailed plans for this will be conditioned to be included in a Construction Management Plan.

There is an opportunity for access and egress to be provided through the adjoining Roberts Court land and/or Harrod Court; discussions are on-going between the relevant parties and it might be that the Construction Management Plan would include this as an additional option. A Construction Management Plan to address these points will therefore need to be submitted and approved before works commence.

### **3. Impact on neighbouring amenity**

The Council seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the need to permit acceptable development. On new developments such as this the main impact on amenity arises from (i) overbearing impact of the size and scale of the building(s); (ii) loss of outlook, which is related to overbearing impact; (iii) loss of privacy; and (iv) loss of

sunlight. The Council has published supplementary planning guidance which establishes generally acceptable standards relating to these matters, although site specific characteristics will mean these standards could be tightened or relaxed accordingly. Overbearing impact arising from the height of blocks is controlled via 30 degree and 45 degree planes from neighbouring habitable rooms and relevant boundaries; privacy is quoted as distances between directly facing habitable windows and from boundaries. Neither outlook nor light have specific values, although light is generally controlled to BRE standards.

The only part of the site where a significant change in existing conditions is proposed is at the north-east corner where the relationship with No. 2 Grove Park, which is adjacent to the proposed Short Break Centre, is noteworthy.

No.2 Grove Park Road has been extended to the side (permission ref: 99/1745) and as a consequence now lies 0.8m from the boundary shared with the application site. The proposed two-storey Short Break Centre will be set away from the flank boundary by approximately 7 m at its closest point, thereby maintaining a distance of approximately 8m from the flank elevation of No.2 Grove Park Road.

The Centre would be an L-shaped building with bedrooms at first floor, facing the rear garden of No. 2. The ground at this point is generally level but there is a step up to No. 2; as such the Short Break Centre and the amenity area is approximately 1m below the garden of No. 2, with a 0.6m high retaining wall on the school side. The windows would be between 18-19m distant from the boundary and it is proposed to keep the existing established landscaping along the boundary with No. 2, which is also formed of a low chainlink fence.

Borough-wide supplementary planning guidance suggests a distance of 20m between rear habitable rooms is satisfactory to maintain privacy, or 10m to a private garden. The layout is in accordance with SPG17 guidance and whilst the overlooking will be greater than the present situation, it is within the limits generally deemed acceptable.

The Centre would be set below a height line of 30 degrees as measured from the nearest rear habitable room window at No.2 Grove Park, and with the rear arm of the L-shape set below a line of 45 degrees (as measured from a height of 2m) taken from the edge of the garden of No.2 Grove Park.

Subject to enhanced landscaping and new boundary treatment your officers consider this part of the scheme to be acceptable in terms of its impact on neighbouring amenity and in particular it is deemed to maintain a sufficient level of privacy, would not have a materially harmful impact on outlook and would not unduly restrict sunlight or daylight and as such would comply with UDP policy BE9 *Architectural Quality* and SPG17.

#### **4. Visual impact**

The relevant UDP and Core Strategy policies are BE2 to BE9, CP5 *Place making*, CP6 *Design & density in place shaping* and CP17 *Protecting and enhancing the suburban character of Brent*. These are supported by Supplementary Planning Guidance No. 17 *Design Guide for New Development*.

##### **4.1 Impact on Roe Green Village Conservation Area**

The application site does not lie within the boundaries of the Roe Green Village Conservation area, which applies to those properties on the western side of Stag Lane, opposite the western boundary of the site.

Your officers do not consider that the UDP policy regarding Conservation Areas (CAs), BE25 *Development in Conservation Areas*—which states that development proposals outside of CAs but

affecting their setting or views into or out of the area shall pay special attention to the preservation or enhancement of the character or appearance of the area—is applicable in this instance due the site specific circumstances and the physical distinction between the application site and the Roe Green Village Conservation Area. In any event, the western elevation of the proposed new Village School building will occupy a similar position of the existing Hay Lane School Building. As a consequence, the relationship between the new building and the site boundary (with the Conservation Area beyond) will remain largely unaffected. With regard to the scale and bulk of development, both the existing and proposed schools will consist of two storey development, albeit with the development proposals being consistently two storeys throughout their length and of a marginally greater height than existing.

The existing complex of school buildings are visually unappealing and fail to enhance the suburban character of the area and your officers welcome the opportunity the application gives to improve the design quality of the buildings on this site.

#### *4.2 The Village School*

The new Village School would replace the existing sprawl of buildings with a centrally-located block faced mostly in brick with some timbered elements and a small section of render. The windows would be aluminium with coloured panels to lend vibrancy to the elevation suitable to the building's function, which the existing complex lacks. The northern and western elevations are considered the most important as they form the street frontage, albeit the western elevation is set well away from the Stag Lane boundary. This western elevation would have a canopy running along its length to provide protection from the elements for pupils and staff during drop-off and pick-up times. It is proposed that between the columns of this canopy there should be some artwork inspired by, or prepared by, the pupils of the Village School. Your officers welcome this suggestion.

The setting of the building has been given greater consideration than in the existing situation and in particular the new pedestrian entrance from Stag Lane provides a highly legible route into the school from the public realm; the setting back of the entrance and the proposed brick wall and landscaping would also improve the public realm in this location in accordance with the relevant UDP policies in the *Built Environment* chapter.

The car park between the Stag Lane boundary and the western elevation of the building would be softened with landscaping and trees and although this is a large expanse of car parking in a reasonably prominent location within the site, your officers note that this is an area where the Hay Lane school car park and other areas of hard landscaping are currently located. On balance, therefore, your officers are satisfied with the location and treatment of the necessarily large car park.

The northern elevation of the building is set away from the Grove Park boundary and this allows the one-way minibus route and two landscaping strips to be set between the building and the road. This set-back is considered in keeping with the suburban character of the area. It would be preferable for the one-way route to be more screened from the public realm however the constraints of the site are such that the proposed location is the best available and provided sufficient landscaping is planted in the two strips then the visual impact of this route will be acceptable.

The new school building will rise to no more than two storeys in height; similar to the storey height of part of the Hay Lane classroom block, and the total footprint of the redeveloped area would be similar to that of the original complex. Whilst it is acknowledged that the School will not be domestic in its appearance, the scale of development would not be inappropriate or out of context within this predominantly residential street scene. In terms of height, bulk and scale, therefore, the main building is considered acceptable and accords with the relevant UDP and Core Strategy policies.



### 4.3 The short break centre

The Short Break Centre would be L-shaped in plan and rise to two storeys in height; the ridge would be approximately 8.5m above ground level. This is marginally higher than the neighbouring two-storey semi-detached suburban housing but there is a separation of 8m between the flank of the two buildings and the Short Break Centre is clearly of a different nature to the suburban housing in terms of its function. It is not necessary, therefore, for it to have a domestic scale although its height, scale and bulk would not overwhelm the neighbouring properties nor would it harm the suburban character of the area. Your officers are satisfied that the Short Break Centre meets these requirements in respect of height, scale and bulk.

## 5. Landscaping & trees

### 1 Landscaping

The application is accompanied by a Landscape Statement, prepared by Farrer Huxley Associates. In general the existing landscape features will be retained where possible and the opportunity to provide an improved landscape setting for the site, particularly along the Grove Park and Stag Lane boundaries, has been taken.

A sensory garden and area containing woodland play equipment will be provided within the south-eastern corner of the site upon the raised parcel of undeveloped land adjacent to the sixth Form Block. The existing wooded area in the extreme south-east corner of the site will remain unaffected under these proposals

Landscape officers have assessed the proposals and raise no objections in principle; however little consideration has been given to the boundary with the new Harrod Court development. There appears to be little room for planting on this boundary and it is therefore important that high quality fencing is installed preferably with the opportunity to plant climbers to soften its impact.

The planting schedules contain a good variety of species however a detailed landscape scheme will be required which contains the quantities and position of the proposed plants.

These matters will be secured by condition.

### 2 Trees

The site is home to a number tree species of differing age, classes and quality and an Arboricultural Survey has been produced by PJC Arboricultural/Ecological Consultants in support of the application. The report concludes that various trees are recommended for removal due to existing defects or ill-health. However, whilst there are no TPO trees on site, it is recognised that the site presently accommodates a number of mature of trees, most of which will be retained as part of the scheme proposals. Your officers propose a number of conditions to ensure the protection of those trees during the demolition and construction phases; subject to this the proposal would comply with the objectives of UDP policy BE6 *Public Realm: Landscape Design*.

The proposal to plant 20 trees to mitigate the loss of 25 trees is not considered acceptable in light of the loss of a number of good quality lime trees in the proposed car parking area. It is recommended 30 trees should be planted as mitigation as there is potential to plant additional trees adjacent to the car park and the Lodge. The applicant has agreed to this further provision. It is recommended that new planting along the existing hedgerow is small leaf lime trees to promote bat activity.

In addition, the frontage to Grove Park, facing residential properties, will suffer from loss of trees. Two trees (T39 & T 41) are shown to be retained and further details of the method of construction of the minibus access road will be required by condition to ensure these trees can be maintained;

in the event they are damaged then provision should be made for suitable replacements in the conditions.

### **3 Ecology**

The Village School does not fall within any designated areas relating to ecology or protected species and habitats, however there are a number of mature trees on site. Accordingly, the application is supported by an Extended Phase1 Ecology/Biodiversity Survey and Report prepared by PJC Arboricultural/Ecological Consultants, carried out in August 2009, to consider the possible impacts of the development on wildlife and diversity.

A total of five habitats were recorded as being present within the site boundary of the development site, however the habitats found on site were all considered to be of low ecological value at site level only consisting of plants that are both common and widespread.

Trees located within the site boundary were considered to provide a moderate ecological interest, particular those trees located within the south-eastern corner of the site.

#### **5.3.1 Bats**

Bats and their roosts are protected under the Wildlife and Countryside Act 1981. Some trees were deemed as having potential to provide occasional daily roost habitats for bats, these being the large horse chestnut tree and some larger trees within the woodland area at the rear (ash and oak trees) within the south-eastern corner of the site. These trees will remain unaffected by the development proposals. On the basis that existing tree lines and hedgerows on the Village School site were identified as possibly being used for navigation or feeding for bats, a subsequent Bat Survey (Activity and Emergence Surveys) was commissioned from PJC Consultancy. Two activity surveys were carried out on the 1<sup>st</sup> and 8<sup>th</sup> June 2010. The survey established that the trees within the site boundary would be unlikely to provide maternity or hibernating bat roosts, however occasional daily roosts may be recorded and therefore any works to trees such as pruning, dead wood removal and/or felling should be undertaken under an ecological watching brief. The existing buildings were considered to have a negligible potential to support roosting bats.

The survey concludes that the development would not affect the conservation status of bats in the local area but lighting proposals should be designed to avoid the tree boundaries and lights around the site should be focussed on the school itself. Lighting near the tree lines, particularly the south-eastern corner, should be fitted with louvres and shields. Subject to the provision of a range of bat boxes, planting of suitable native species (in particular small lime trees), further details of lighting proposals and an ecological watching brief being secured by condition, your officers are satisfied that the proposal complies with UDP policy OS15 *Species Protection*.

### **6. Other**

#### **6.1 Flood Risk**

In view of the development site exceeding 1 hectare in area (notwithstanding that the site falls within an area at Low Risk of Flooding), a Flood Risk Assessment was required to be undertaken in respect of the scheme proposals on the Village School site to assess the increased potential for surface water run-off. Accordingly a Flood Risk Assessment (FRA) was prepared by Frankham Consultancy Group Ltd. The Environment Agency has been consulted but they are not due to report yet.

The conclusions of the survey established that there were no significant sources of flood risk within the vicinity of the site, although to manage any flood risks emanating from the site a surface water drainage system has been designed to limit flow into two surface water connections, whilst the surface water system has been designed to attenuate run-off to at least the existing run-off rate.

The views of the Environment Agency will be reported to members in a supplementary report.

## *6.2 Public consultation*

The proposal was subject to a significant amount of per-application public consultation using a variety of methods including: (1) several press releases in local papers and the Brent Magazine; (2) presentation to Kingsbury and Kenton Area Consultative Forum—July 2010; (3) website focusing on the Village School redevelopment; (4) a newsletter was produced and distributed amongst Village School staff and parents as well as to other special schools and the wider local community. Distribution of the newsletter included release to residents in Stubbs Close, Roe Green Village (inc Goldsmith Lane, Bacon Lane) and Cherry Tree Court (inc Boakes Close)—September 2010; (5) a presentation and questions and answers session with key members of the Roe Green Village Residents' Association—November 2010; (6) an open forum event was held at The Village School—November 2010.

Residents expressed concerns about the size of the swimming pool and the cumulative impact of likely construction within the Roe Green area. This point was raised with particular reference to the Intergenerational Centre proposed on the corner of the Kingsbury High School site but also in respect of Kingsbury High School's aspirations to develop a 5-a-side football facility on the same site (the Goals project). These matters are discussed below, in section 7.

## *6.3 Archaeology*

The site has been the subject of archaeological investigation (desk-top survey) produced by Allen Archaeology Limited (AAL), who were commissioned by Frankham Consultancy to undertake a desk based assessment of the archaeological potential of the application site, although the site does not lie within an Archaeological Priority Area as identified in the UDP Proposals Map.

The assessment identified a negligible archaeological potential for the pre-historic and Romano British periods and thereafter evidence suggests that the area was part of a royal estate in the Anglo Saxon period; subsequently there is no archaeological evidence of this date within the study area. Evidence does point to significant archaeological potential for the medieval and later periods within the site, related to an Elizabethan or Jacobean house. Although the potential impact would be moderate, your officers have taken the precaution of consulting English Heritage on this matter and their response will be reported to members in a supplementary report.

Subject to confirmation from English Heritage, the scheme would comply with the requirements of UDP policy BE31 *Sites of Archaeological Interest*.

## *6.4 Community access*

Currently, both the swimming pool and sports hall are used by the wider community outside of school hours. The swimming pool is currently used by the following swimming clubs: Pisces; Atlantis; Waterfish; Tornadoes; Guppys; Sea Urchins; and Jo Khan swimming club

The needs of the school's students remains the primary objective in designing the new pool, although, as with the existing pool, it will continue to be available for wider community use when not required by the school. The pool has been designed in accordance with Department for Education standards and will total 78sqm in area, smaller than the existing pool which has an area of 119sqm. The pool will include Jacuzzi and hydrotherapy facilities.

It is noted that the pool may not meet the needs of all of the existing users however the improved facilities for the Village School to meet their specific needs is considered to be of significant benefit. In addition, it may be that the new facilities will now appeal to other groups that cater for people with disabilities.

The new school hall/sports hall will also be made available for wider community use, with these facilities (along with the pool) capable of being opened to the wider community, whilst the rest of the school remains shut. These facilities are 'front of house' to enable this wider community use to take place.

A Community Access Plan to secure a timetable for this access will be secured via condition. Your officers are satisfied that the proposed scheme would be able to maintain sufficient community use of the facilities whilst balancing the specific requirements of the school's pupils.

### *6.5 EIA development*

An Environmental Impact Assessment (EIA) screening letter was submitted alongside this application to seek formal clarification that the proposed development would not create environmental harm of such significance that it would warrant the production of an Environmental Statement.

Your officers have provided a formal response to the applicant in respect of this, in summary the proposed scheme will be unlikely to have any significant environmental effects by virtue of the nature, scale or location of the proposed development and it is therefore considered that no Environmental Impact Assessment is warranted in this instance.

### *6.6 Noise survey*

An Acoustic Survey considering the impact of noise from the surrounding area upon the School and also the impact of noise from proposed generator equipment upon neighbouring residential amenity has been prepared by LCP Acoustics in order to comply with UDP policy EP2 *Noise and Vibration*. However, a wider noise impact assessment of the effect of the development on the neighbouring properties has not been included with the application. Environmental Health officers require a noise impact assessment, which includes an assessment of the background noise levels at the nearest receptors covering the proposed hours of operation, to take account of the noise generated by plant or machinery. Related to this, the proposed Air Source Heat Pumps should be relocated away from the current proposed location between the Short Break Centre and No. 2 Grove Park; this will be controlled by condition.

Details of any mitigation measures proposed to meet acceptable noise levels should be submitted as a condition. Subject to this, the proposal would comply with UDP policy EP2 *Noise and Vibration*.

### *6.7 Contamination*

In view of the proposed end user (pupils and teachers), a site investigation was undertaken by Environmental Scientifics Group (ESG) and submitted alongside the application. Subject to two conditions requiring a further detailed investigation in the area of the historic Boiler House and oil storage tank and completion of remediation measures thereafter, your officers are satisfied that the proposals comply with UDP policy EP6 *Contaminated Land*.

## **7. Response to objectors**

### *7.1 Cumulative impact of development in the area*

There are two sites with permission or a resolution to grant permission for development in the immediate area; first is the recent grant of planning permission for a new two storey Intergenerational Centre on the Stag Lane frontage of the Kingsbury High School Site (ref:10/1727) and the second is the resolution to grant planning permission, subject to the conclusion of a section 106 agreement, for the refurbishment and extension of 338-346 Stag Lane (ref: 09/1947, resolution to grant planning permission 13/01/10).

Whilst only indicative at this stage, it is understood that the Intergenerational Centre scheme is likely to be developed between February 2011 and August 2011. The situation may therefore arise where there is a degree of overlap in the construction of the Intergenerational Centre with the redevelopment of The Village School and concerns would be focussed on the impact of construction traffic for both projects; a construction method statement will be required which will include a route for construction traffic to access The Village School site and this should include measures to ensure there is no conflict with the Intergenerational Centre in the event that site is being developed at the same time; given the distance between the respective sites and their accesses, it is not likely that there would be a conflict.

At present the development at 338-346 Stag Lane does not have planning permission, but it is a small-scale project which would be unlikely to have any material impact on traffic flow in the area.

Other projects of note are the mooted all-weather football pitches which are an objective of Kingsbury High School ('the Goals project') and the Council has also recently commenced reconsideration of a new swimming pool/leisure facility on Roe Green. Residents have requested a comprehensive Traffic Impact Assessment be provided covering all these projects before consideration of this application is concluded.

Your officers recognise the sensitivity of a number of developments occurring in an area at the same time but there are significant differences between the developments which mean consideration of the cumulative effect is either unnecessary or impracticable.

In terms of the cumulative impact of traffic once each project is fully functional, the Goals project and the swimming pool project are not yet planning applications and so the work necessary to prepare a Traffic Impact Assessment has not been produced. In any event the proposed 12% increase to the school roll is not considered significant and this project would be unlikely to have any long-term impact on traffic flow in the area or on residential amenity.

The correct means of assessing cumulative impact of these mooted projects is for their subsequent planning applications to have regard of existing permissions.

### *7.2 Size of swimming pool*

A local resident has objected on the grounds that the proposed swimming pool would be smaller than existing. As part of the public consultation process the applicants invited a significant number of swimming clubs (and other such organisations that use the existing schools facilities) were invited to the consultation. The following points were discussed: (i) the fact that the existing pool would be taken out of action at the start of the construction period; (ii) the type of pool proposed; (iii) the anticipated open date; and (iv) thoughts on the overall proposed scheme. Your officers response to this is given in section 6.4, above.

## **8. Conclusion**

Your officers consider the application would provide significant benefits for the pupils of The Village School and for other Brent pupils with the modest increase in numbers; the provision of a new Short Break Centre is also beneficial for Brent residents and carers; accordingly your officers recommend planning permission be granted, subject to a number of conditions.

## **REASONS FOR CONDITIONS**

**RECOMMENDATION:** Grant Consent

## **REASON FOR GRANTING**

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

Brent Unitary Development Plan 2004  
Brent Core Strategy 2010  
The London Plan 2008  
Central Government Guidance  
Council's Supplementary Planning Guidance

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

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

#### **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):

#### *Plan numbers*

01 Rev H	02 Rev H
03 Rev H	04 Rev H
05 Rev H	06 Rev H
07 Rev H	08 Rev H
09 Rev K	10 Rev H
011 Rev H	12 Rev H
013 Rev H	14 Rev H
015 Rev H	16 Rev H
017 Rev H	18 Rev H
019 Rev H	20 Rev H
021 Rev H	

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PL-D01	PL-D02
PL-D03	PL-D04
PL-D05	PL-D06
PL-D07	
PL-L01	PL-L02

### *Supporting documents*

Arboricultural Implication Assessment (PJC Consultancy, November 2010)  
Archaeological Desk-Based Assessment (Allen Archaeology Limited, October 2009)  
Bat Survey (PJC Consultancy, May 2010)  
BREEAM Bespoke 2008 Pre-assessment – Short Break Centre (Frankham Consultancy Group, July 2010)  
BREEAM Bespoke 2008 Pre-assessment – Village School (Frankham Consultancy Group, July 2010)  
CCTV Drainage Survey – Grove Park (K S Maintenance Ltd, September 2009)  
CCTV Drainage Survey – Hay Lane (K S Maintenance Ltd, September 2009)  
CHP Report (Frankham Consultancy Group, July 2010)  
Design & Access Statement (Frankham Consultancy Group, November 2010)  
Design & Access Statement Village School External Realm (Farrer Huxley, November 2010)  
Extended Phase 1 Ecological Survey (PJC Consultancy, September 2010)  
External Noise Break-In (Lee Cunningham Partnership, September 2010)  
Flood Risk Assessment (Bureau Veritas, October 2010)  
Generic Risk Assessment (Environmental Scientifics Group, February 2010)  
Ground Investigation (Environmental Scientifics Group, February 2010)  
Phase 1 Environmental Review (Frankham Consultancy Group, September 2009)  
Stage D Energy Report (Frankham Consultancy Group, September 2010)  
Surface Water Drainage Strategy (Frankham Consultancy Group, October 2010)  
Sustainability Strategy (Bureau Veritas, September 2010)  
Town Planning Statement (NTR Planning Ltd, November 2010)  
Transport Statement (Peter Brett Associates, September 2010)  
Travel Plan (Peter Brett Associates, September 2010)  
Utility Survey (Ground Restoration Ltd, March 2010)

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

- (3) 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.

- (4) All areas shown on the approved plan(s) shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of development.

Details shall include:-

- i. Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling;
- ii. Hard surfaces including details of materials and finishes - these should have a permeable construction;
- i. Proposed lighting plan with contours (nb. lighting should be angled away from the woodland area);
- i. All planting including location, species, size, density and number. To include planting native species, in particular small leave lime trees which are suitable for bat activity and 30 additional trees on site;

- i. Replacement of T39 & T41 if necessary;
- i. Any sustainable construction methods which are to be used;
- ii. A detailed (min. 5-year) landscape management plan showing requirements for the ongoing maintenance of hard and soft landscaping;
- i. Details of bat, bird and insect boxes (nb. bat boxes made from woodcrete, at least 3m up trunk of tree and on southerly aspect. A range of bat boxes should be provided including general purpose and larger colony boxes)
- i. Proposed walls and fencing, indicating materials and heights

All landscaping shall be carried out within 6 months of first occupation of the development unless otherwise agreed in writing by the local planning authority.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- (5) Notwithstanding the details shown on the approved plan, a revised plan showing the relocation of the Air Source Heat Pump (ASHP) shall be submitted to and approved in writing by the local planning authority prior to commencement of development. The ASHP shall be positioned so it is further away from the adjoining residential property at 2 Grove Park and implemented in accordance with the approved details.

Reason: To protect the residential amenities of the adjoining occupiers.

- (6) Prior to the commencement of the use, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall include details of rates of hire (based upon those charged at other public facilities), terms of access, hours of use, access by non-school users/non-members and management responsibilities. The approved scheme shall include arrangements for consultation and shall be brought into operation upon commencement of the school use.

Reason: To secure well-managed, safe community access to the sports facility, to ensure sufficient benefit to the development of sport and to accord with Local Plan Policy

- (7) Prior to commencement of development, appropriate arrangements shall be made in writing with the local planning authority to provide:
- i. New 'SCHOOL KEEP CLEAR' zig-zag markings, with associated Traffic Regulation Orders to enforce 'No Stopping' between 8.15-9.15am and 2.30-4.30pm on weekdays, to match those currently provided in Grove Park



and adjustments to the existing 'SCHOOL KEEP CLEAR' zig-zag markings in Grove Park to reflect the removal of one of the existing access points to Grove Park school;

- ii. New "School children" advance warning signs;
- iii. Provision of a guard railing in front of the new school pedestrian entrance gates;
- iv. Provision and reinstatement of dropped kerbs.

In the case of each of the above, these must be carried out at the applicants expense in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of highway and pedestrian safety.

- (8) The development shall not be occupied until the car-parking and turning areas shown on the approved plans have been constructed, surfaced and marked out to the satisfaction of the Local Planning Authority. The car-parking and turning areas so provided shall be maintained as ancillary to the development and shall be used for no other purpose at any time.

Reason: In the interests of highway safety.

- (9) Prior to the commencement of the use of the buildings, a School Travel Plan of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme, 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 and shall be fully implemented.

Reason: In the interests of reducing reliance on private motor vehicles.

- (10) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- i. Reason: To protect residential amenity and ensure the development does not have an adverse impact on the highway.

- (11) Details of the proposed CHP units, including emissions data relating to oxides of nitrogen, stack height and location and any abatement equipment to be fitted, shall be submitted to the local planning authority for approval prior to commencement of the development. The works shall be carried out in accordance the approved details prior to occupation and retained thereafter.

Reason: To ensure that the development does not prejudice local air quality.

- (12) Following the demolition of the buildings and the removal of the oil storage tank and prior to the commencement of building works, a site investigation shall be carried out

by competent persons to determine the nature and extent of any soil contamination present in the vicinity of the historic Boiler House and oil storage tank, as well as the previously identified contamination hotspot at WS1 (from Generic Risk Assessment Report ref:3893198). The investigation shall be carried out in accordance with a scheme, which shall be submitted to and approved in writing by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by the contamination and an appraisal of remediation options required to contain, treat or remove any contamination found. The written report is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004.

- (13) Any remediation measures required by the Local Planning Authority shall be carried out in full. In addition, any soil imported to site for the purposes of soft landscaping shall be tested for contamination to ensure that it is suitable for use, and the results forwarded to the Local Planning Authority for approval. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is permitted for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004

- (14) Prior to commencement of the development, a Noise Impact Assessment shall be submitted to and approved in writing by the local planning authority. The impact assessment should include an assessment of the background noise levels at the nearest receptors covering the proposed hours of operation to take account of the noise generated by plant or machinery and any abatement equipment to be fitted, shall be submitted to the local planning authority for approval prior to commencement of the development. The works shall be carried out in accordance the approved details prior to occupation and retained thereafter.

Reason: To protect residential amenity.

- (15) No preparatory work or development shall take place until a Tree Protection Method Statement providing details of the protection of the retained trees has been submitted to and approved in writing by the local planning authority. These measures shall be carried out as described prior to commencement of any preparatory work or development in accordance with the approved details.

No demolition or construction works shall commence until the Council's Tree Protection Officer has carried out a site visit and is satisfied that all protection measures are in place.

The following activities must not be carried out under any circumstances:

- i. No fires shall be lit within 10 metres of the nearest point of the canopy of any retained tree.

- ii. No works shall proceed until the appropriate Tree Protection Barriers are in place, with the exception of initial tree works.
- iii. Nothing shall be attached to or supported by a retained tree.
- iv. No mixing of cement or use of other materials or substances shall take place within a RPA, or close enough to a RPA that seepage or displacement of those materials or substances could cause them to enter a RPA
- v. No alterations or variations to the approved works or tree protection schemes shall be carried out without the prior written approval of the local planning authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure the viability and health of the existing trees.

- (16) An Arboricultural Method Statement in accordance with Clause 7 of British Standard BS5837 - Trees in Relation to Construction - Recommendations shall be submitted to and approved in writing by the Local Planning Authority prior to commencement any preparatory works or development. Details shall include the method of construction of the minibus access road. These measures shall be carried out as described prior to commencement of any preparatory work or development in accordance with the approved details.

No demolition works or development shall take place until a scheme of supervision for the arboricultural protection measures has been approved in writing by the local planning authority. This scheme will be appropriate to the scale and duration of the works and may include details of:

- i. Induction and personnel awareness of arboricultural matters.
- ii. Identification of individual responsibilities and key personnel.
- iii. Statement of delegated powers.
- iv. Timing and methods of site visiting and record keeping, including updates.
- v. Procedures for dealing with variations and incidents.

The local planning authority may require the scheme of supervision to be administered by a qualified arboriculturalist approved by the local planning authority but instructed by the applicant. The approved scheme shall be adhered to throughout the construction and demolition works.

Reason : To ensure the ongoing health and vitality of the existing trees throughout the duration of the development in the interests of the occupants and general public

- (17) Prior to commencement of development, full details of the location and orientation of 107 sqm PV panels shall be submitted to and approved in writing by the local planning authority. The PV panels shall be provided in accordance with the approved details prior to occupation of the development.

Reason: To accord with sustainability objectives.

- (18) Details of water saving measures will be submitted to and approved in writing by the local planning authority prior to commencement of any demolition/construction work

on the site. Such details shall include:

- (i) appropriate design measures to ensure the installation of individual pulsed output water meters and/or water leak detection;.
- (ii) water-saving fittings in each unit (such as spray taps, showers, lo-flush WC/waterless urinals, etc.) to reduce water demand
- (iii) the location and capacity of proposed rainwater harvesting system,

Reason: To ensure satisfactory water efficiency measures are implemented to reduce water demand.

- (19) Prior to commencement of the development, further details of how the CHP has been sized to meet base hot water demand, including heat load profile shall be submitted to and approved in writing by the location planning authority. The CHP shall be provided prior to occupation in accordance with the approved details.

Reason: To accord with sustainability objectives.

- (20) Prior to any demolition/construction works on site a statement detailing how the ICE Demolition Protocol Methodology has been applied in setting DRI &/or NBRI targets for recycled materials or content will be submitted to and approved in writing by the Local Planning Authority . The demolition and construction works shall be carried out in accordance with the approved details.

Reason: To accord with sustainability objectives.

- (21) 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 development.

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

#### **INFORMATIVES:**

- (1) All construction and building contractors should be notified of the potential presence of bats at the site. Should any protected species (Bats) be found on site or disturbed at any time the work must stop and Natural England contacted for advice.
- (2) For further information or advice regarding Conditions relating to contaminated land, please contact Christopher Taylor of Environmental Health on 0208 937 5159."

#### **REFERENCE DOCUMENTS:**

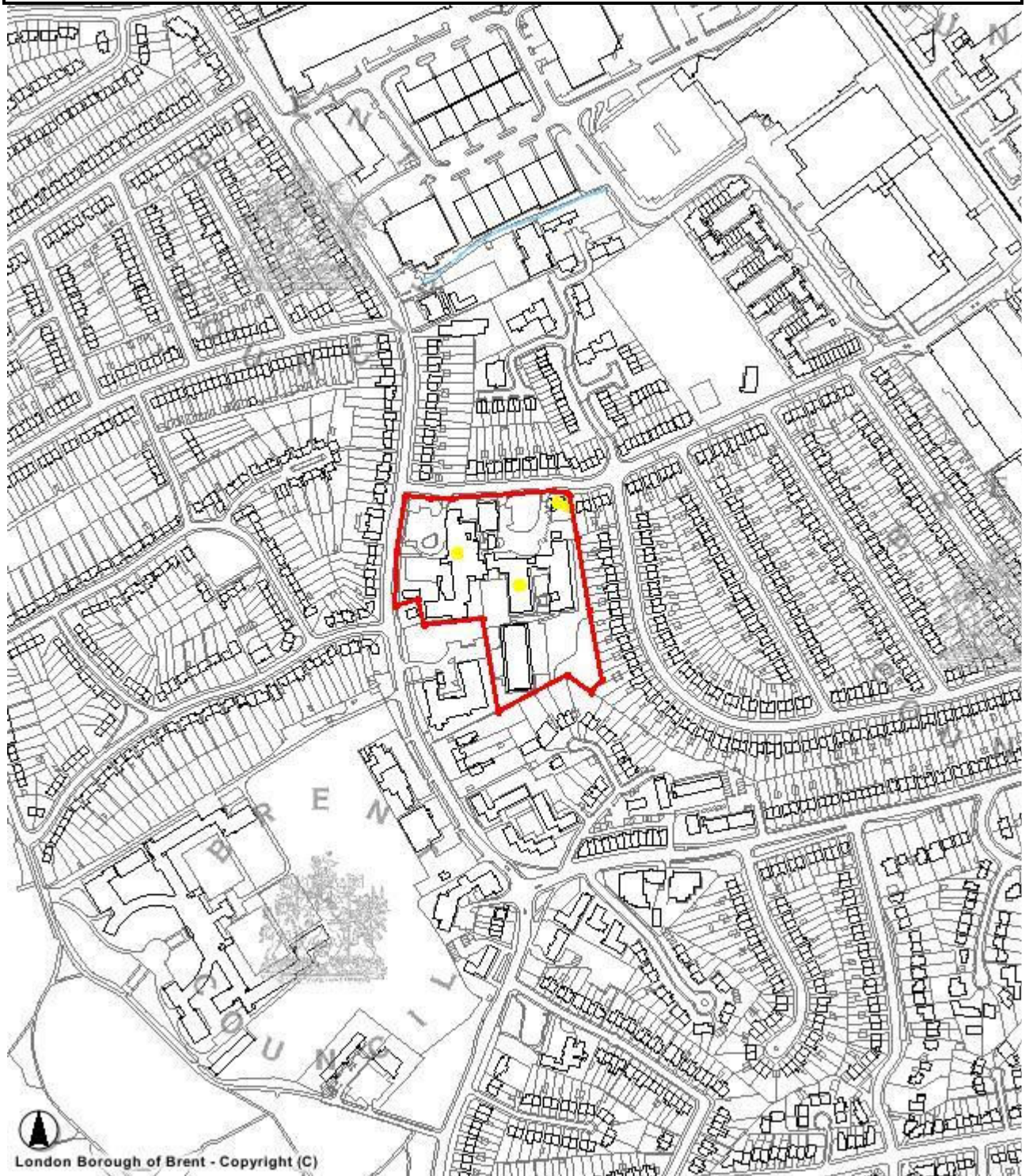
Any person wishing to inspect the above papers should contact Angus Saunders, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5017



## Planning Committee Map

Site address: Hay Lane Special School & Grove Park School, Grove Park, London, NW9

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