

CITY OF WESTMINSTER			
PLANNING APPLICATIONS SUB COMMITTEE	Date 14.09.2021	Classification For General Release	
Report of Director of Place Shaping and Town Planning		Ward(s) involved Bryanston And Dorset Square	
Subject of Report	36 Linhope Street, London, NW1 6HU		
Proposal	Change of use of building from office (Class E) to educational use (Class F1).		
Agent	Mr David Gurtler		
On behalf of	Mr Steve Vincent		
Registered Number	21/02380/FULL	Date amended/ completed	12 April 2021
Date Application Received	12 April 2021		
Historic Building Grade	Unlisted		
Conservation Area	Dorset Square		

1. RECOMMENDATION

Grant conditional permission.

2. SUMMARY

The application site is a terraced unlisted building located within the Dorset Square Conservation Area. Permission is sought for the use of the site as a school (Class F1).

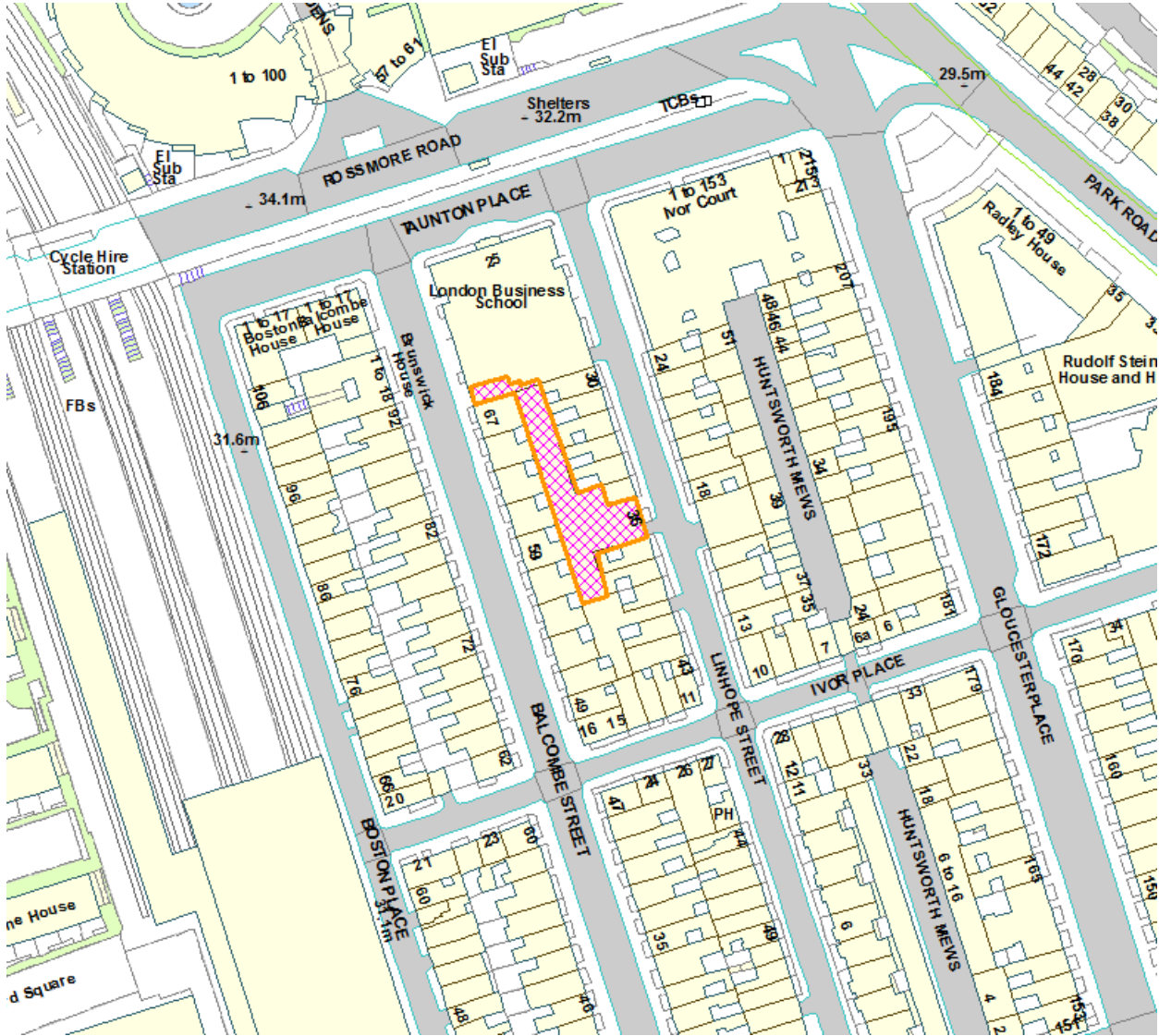
Objections have been received from neighbouring residents on a number of grounds including the impact on amenity and highways. In contrast letters of support have also been received.

The key issues in this case are:

- The impact on the amenity of local residents
- The impact of the proposals the highway.

Subject to appropriate conditions as set out in the draft decision letter appended to this report, the proposals are considered to comply with the relevant land use, highways and amenity policies in the City Plan 201 – 2040 adopted in April 2021. As such, the application is recommended for approval.

3. LOCATION PLAN



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4. PHOTOGRAPHS



Front Elevation

5. CONSULTATIONS

WARD COUNCILLORS FOR BRYANSTON AND DORSET SQUARE:

Any response to be reported verbally.

THE ST MARYLEBONE SOCIETY:

Comment. Members are generally very supportive of the school and their proposal to relocate their 6th Form. However, this is an entirely residential street and residents are worried about the possibility of a regular line of idling cars picking up students. Pickup should be from the main site. One resident also worried about possible loitering, and another mentioned the use of Huntsworth Mews as a secluded place for surreptitious smoking since at least the 1940s! But we also note that Francis Holland has made big efforts to stop the idling problem (which efforts will probably have to be repeated at regular intervals).

Since the St Marylebone Society commented on this application, we have been made aware of a number of residents in Linhope Street who have very strong objections to vehicle pickups at 36 Linhope Street, which is a small, residential street with high resident occupancy. Residents feel that 6th Formers should be quite capable of walking from the main school site in Ivor Place, and that all such pickups should be from that site.

Despite the considerable efforts of the school, parents in vehicles tend to sit in their cars with the engines idling, and this means pollution, nuisance, and residents having to confront drivers about their behaviour. They are also worried about the street, which is narrow and one-way south, being blocked at peak times.

DESIGNING OUT CRIME:

Any response to be reported verbally.

ADULT & COMMUNITY SERVICES:

Any response to be reported verbally.

ENVIRONMENTAL HEALTH OFFICER:

No objection.

HIGHWAYS OFFICER:

No objection subject to conditions to secure Operational Management Plan and School Travel Plan to address concerns and minimise pedestrians waiting on highway and lack of cycle parking provision.

WASTE PROJECT OFFICER:

No objection, subject to condition to secure details.

ADJOINING OWNERS/OCCUPIERS AND OTHER REPRESENTATIONS RECEIVED

No. Consulted: 54; Total No. of replies: 16

Nine letters of objection and three neutral letters raising all or some of the following grounds:

Amenity:

- Restrict hours of use of the building for maintenance, cleaning, waste disposal
- Noise disturbance from students loitering
- Requests windows remain closed during daytimes
- Overlooking, requests the use of obscured glazing
- Requests under Building Regulations impose conditions for appropriate soundproofing measures are installed

Highways:

- Increase in pressure on car parking at drop off and pick up times
- Increase in traffic at drop off and pick up times
- Increase in pollution from idling vehicles
- Lack of proposed cycle storage

No. in support: 4

Raising no objection to the change of use.

PRESS ADVERTISEMENT / SITE NOTICE:

Yes

6. BACKGROUND INFORMATION

6.1 The Application Site

36 Linhope Street is a three storey unlisted late Georgian terraced building located within the Dorset Square Conservation Area. Currently it is vacant, having previously been used for offices by the London Business School (Class E). The site is located outside of the Central Activities Zone and the North West Economic Development Areas.

The site is within a Controlled Parking Zone. The hours of control are 0830 to 1830 Monday to Friday, with Residential Bays subject to control at all times (24 hours a day, 7 days a week).

6.2 Recent Relevant History

Permission was granted in February 2018 (RN: 17/11308/FULL) for external refurbishment works including insertion of glazing within the garage door, insertion of glazing in main entrance door, reinstatement of cornice to first floor and provision of a cycle stand to front forecourt.

7. THE PROPOSAL

Permission is sought for the change of use of the entire building from an office use (Class E) to an educational use (Class F1) with a floorspace of 793 sqm to be used as part of Francis Holland School to accommodate their sixth form students. It is anticipated that sixth form numbers would increase from 115-140 by 2024 and to 180 by 2027-2030, with a total of 31 staff. The core day is proposed as 08.00-15.30 Monday to

Friday, with private study proposed outside of those hours. The hours of operation sought are 06.30-18.30 Monday to Friday term time. There are no external areas associated with the site.

Francis Holland School, Regent's Park occupies a number of buildings, operating as an independent school for girls from 11-18 years. The main site is located nearby at 31 Park Road, at the junction of Ivor Place, they also have permission for some temporary small sites at No 11 Ivor Place and 37 Ivor Place which also includes 35 Chagford Street. Both of these permissions granted were for three years and will expire in 2024. At present, they are temporarily using a number of nearby properties for 6th form activities. Replacement permanent premises are sought in order to allow for expansion of the school and to provide adequate permanent facilities for the students.

There are no proposed external changes to the building.

8. DETAILED CONSIDERATIONS

8.1 Land Use

The applicant states that the established use of the application site is for office accommodation (Class E, formerly Class B1) since the 1980's with the site being last occupied by the London Business School.

Loss of office use (Class E)

Outside of the Central Activities Zone and the North West Economic Development Area there is no policy that protects office space. Therefore, the loss of office floor space is acceptable in land use terms.

Creation of Educational Floorspace (Class F1)

The proposed educational use (Class F1) is supported in principle in land use terms. The National Planning Policy Framework (2021) Chapter 8 (Promoting healthy and safe communities) states that it is important that sufficient choice of school places is available to meet the needs of existing and new communities and that local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Policy 18: Education and skills of our City Plan, states that the council will support the provision of new or expanded primary and secondary schools and further education facilities, to meet the needs of a changing population and enhance education provision.

The application site will accommodate a maximum of 180 sixth form pupils and 31 staff which includes future-proofing of the site to 2030. The hours of use for teaching are from 0800 to 1530 Monday to Friday.

The use of the site therefore accords with the NPPF and Policy 18 of the City Plan 2019 – 2040. However, whilst the principle is acceptable, for the reasons set out elsewhere in this report, it is considered that an independent educational use, not linked to Francis

Holland School, or another use falling within Class F1, has the potential to be harmful to surrounding residential amenity, highways and environmental quality.

Class F1 (Learning, local community uses and non-residential institutions) includes any use not including residential for the provision of education, display of works of art, museum, public library, public reading room, public hall, exhibition hall, for or in connection with public worship or religious instruction or as a law court. These alternative uses have the potential to generate significant comings and goings to the site, which has the potential to cause unacceptable noise and disturbance to local residents as well as highways implications.

For these reasons, a condition (No,2) is recommended to restrict the nature of the use, so that the building can only be used for sixth form students associated with Francis Holland School. This will enable any other alternative uses in the future to have to seek planning permission and for a full assessment of the impact of that use to be undertaken at that time.

8.2 Townscape and Design

There are no proposed external works to the application site.

8.3 Residential Amenity

Physical impact

Given the nature of the proposal, and absence of any proposed physical alterations to the building, there would be no implications in terms of light or sense of enclosure over the existing arrangements.

At first floor level, to the side elevation there are windows that may give rise to obscure views to the rear windows within the adjacent property, No 35 Linhope Street. Therefore, a condition (No.7) is recommended that these windows are obscure glazed and fixed shut so as to ensure there is no loss of privacy. It is noted that an objector has raised this as a concern, and it is considered this condition addresses this.

Operational Impact

The proposal has the potential to cause noise and disturbance to local residents from comings and goings of students arriving and leaving the site and potentially congregating outside the front of the building on Linhope Street whilst waiting to enter the building.

Following officers concerns and those of a number of local residents, the applicant provided an Operational Management Plan for the use of 36 Linhope Street, setting out the following:

- Staff and pupils can enter the building from 0730
- Most pupils will arrive between 0800-0825
- A member of staff will be present between 0750 and 0820 to ensure pupils do not congregate outside the site and to remind parents not to drop off in Linhope Street (all parents have been written to and informed that drop offs must take place at the main site, 31 Park Road)

- Lessons finish at 1530 and staff will ensure that pupils vacate the area immediately
- Staff and pupils can remain for private study until 1830
- The cleaning team will clean the site between 1600 to 1830
- The site will be secured by school facilities daily at 1830

Environmental Health have raised no objections to the proposal on public nuisance and/or public safety risks associated with this application.

It is considered that due to the proposed hours of use, which although the applicant has proposed for hours of operation until 1830, a condition has been attached in order to ensure the school is locked and secured by 1900 which is considered to give an appropriate time allowance for students, teachers and cleaners to leave the site. Furthermore, this additional 30 minutes in the evening is not considered to cause an acceptable harm to the residential amenity of the neighbours. The number of students attending the site will be restricted to 180 which will also be conditioned (No. 4) in order to ensure the site will not cause unacceptable levels of nuisance to the neighbours. Furthermore, a SMP and OMP are to be secured along with a condition to prevent another educational use, another Class F1 use or an independent use not associated with the Francis Holland School using the site (No. 2). Therefore collectively it is considered that these conditions will minimise any potential impact on the local residents amenities.

Subject to conditions, the proposals are considered to accord with policies 7, 33 of the City Plan 2019 – 2040.

8.4 Transportation/Parking

The proposal does not include any off street car parking or cycle parking.

The City Council's Highways Officer has raised concern about the potential for the use to result in students congregating outside of the premises waiting to enter the site in the morning and the potential impact of this on other pedestrians using the footpath, which could cause an objection and requiring them to wait and or walk in the carriage way. It is anticipated that around 5-6 students will arrive every minute between 08.00-08.25 and there is no scope for queueing outside of the site on the highway without causing an obstruction. In addition, some students are also expected to arrive by vehicle and vehicles stopped temporarily in Linhope Street are likely to result in some limited localised congestion.

In order to address these concerns, which are mirrored by a number of local residents, the applicant has submitted a draft Operational Management Plan (OMP) and a School Travel Plan (STP) which suggests that vehicle activity would remain focused on the main school site and that vehicle use would be minimised and sets out arrival and departure processes to address officer's concern. Whilst both of the documents are welcomed, it is considered that they need to form part of the wider OMP and STP for Francis Holland School's main site/s including vehicular movement, consolidation of servicing requirements and cycle parking. Therefore, conditions are recommended to require revised plans to incorporate all students and all sites of the School.

It is accepted that with continued engagement and promotion of the STP and provided the OMP is strictly followed and the arrivals and departure process is closely managed by the school, the impact of students on the local highway will be minimised.

Given the limitations of the site to support the use and the reliance on links to the main school site, a condition is recommended to require the use of the site to be only operated in accordance with the submission documents (including year group of students using this site) and only when linked directly to the main school site.

No off-street servicing is provided for the proposed development. However, as the site is located within a Controlled Parking Zone, there is sufficient single yellow lines in the vicinity allow loading and unloading to occur. Notwithstanding this, there are clear options for consolidation with deliveries to the main school site as secured by the Operational Management Plan.

The London Plan policy T5 requires the proposal to provide 23 cycle spaces for the 180 students and 4 cycle parking spaces for the 31 staff.

Only 2 cycle parking spaces are indicated on the submitted drawing, however whilst it is accepted that the site is constrained and cannot accommodate cycle parking. The applicant has suggested they may be able to increase the existing cycle parking provision on the main school site and a condition is recommended to secure this.

For the reasons set out above, the proposal is considered to be acceptable in highways terms subject to conditions to secure a STP, OMP, and cycle parking on the main site.

8.5 Economic Considerations

No economic considerations are applicable for a development of this size.

8.6 Access

No change to the existing arrangement, which includes one main entrance door for teachers and pupils from Linhope Street.

8.7 Other UDP/Westminster Policy Considerations

Refuse /Recycling

The drawings submitted are considered to not be in line with the council recycling and waste storage requirements and therefore a condition is recommended in order to ensure this facility is secured.

8.8 Westminster City Plan

The City Plan 2019-2040 was adopted at Full Council on 21 April 2021. The policies in the City Plan 2019-2040 are consistent with national policy as set out in the National Planning Policy Framework (NPPF) (July 2021) and should be afforded full weight in accordance with paragraph 219 of the NPPF. Therefore, in accordance with s.38 of the

Planning and Compulsory Purchase Act 2004, it comprises the development plan for Westminster in combination with the London Plan adopted in March 2021 and, where relevant, neighbourhood plans covering specific parts of the city (see further details in Section 8.9). As set out in s.38(6) of the Planning and Compulsory Purchase Act 2004 and paragraph 49 of the NPPF, the application must be determined in accordance with the development plan, unless material considerations indicate otherwise.

8.9 Neighbourhood Plans

None relevant.

8.10 London Plan

This application raises no strategic issues.

8.11 National Policy/Guidance Considerations

The City Plan 2019 - 2040 (April 2021) policies referred to in the consideration of this application are considered to be consistent with the NPPF 2019 unless stated otherwise.

8.12 Planning Obligations

Planning obligations are not relevant in the determination of this application.

8.13 Environmental Impact Assessment

The proposed development is of insufficient scale to require the provision of an Environmental Impact Assessment.

8.14 Other Issues

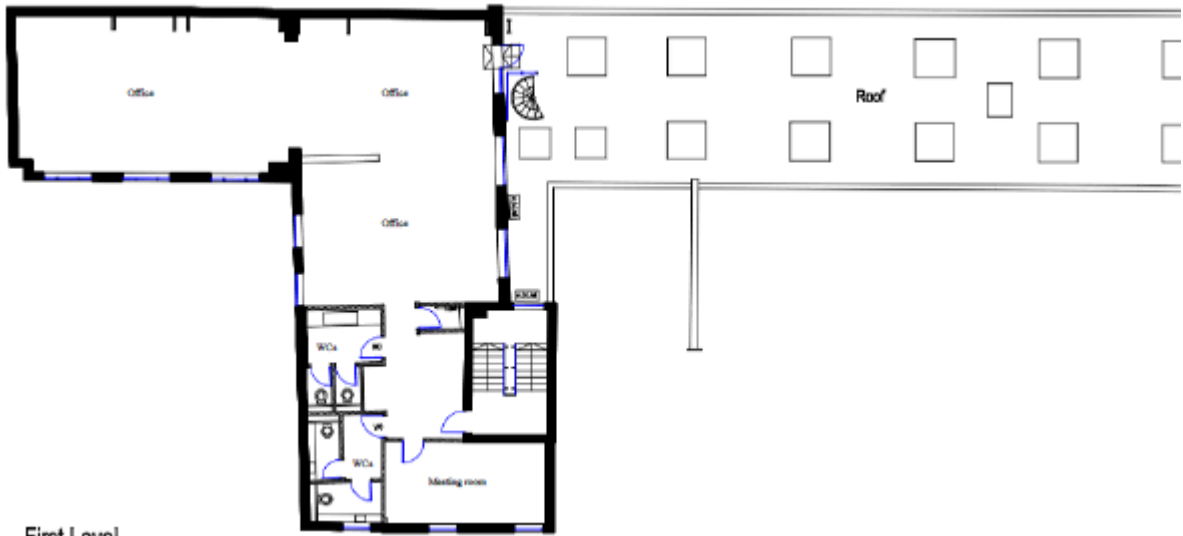
An objector has requested that under Building Regulations we should impose conditions for appropriate soundproofing measures are installed. A condition (No.6) is recommended to ensure that our standard noise conditions is met to protect residents within the same building or in adjoining buildings from noise.

(Please note: All the application drawings and other relevant documents and Background Papers are available to view on the Council's website)

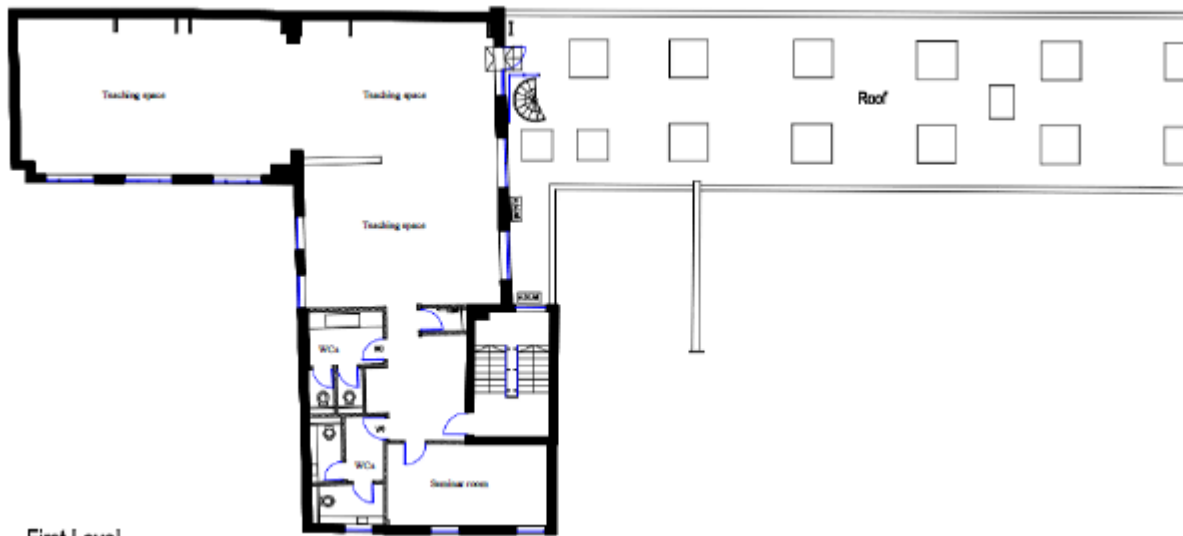
IF YOU HAVE ANY QUERIES ABOUT THIS REPORT PLEASE CONTACT THE PRESENTING OFFICER: SARAH WHITNALL BY EMAIL AT swhitnall@westminster.gov.uk

9. KEY DRAWINGS





Existing First Floor Plan



Proposed First Floor Plan

DRAFT DECISION LETTER

Address: 36 Linhope Street, London, NW1 6HU

Proposal: Change of use of building from office (Class E) to educational use (Class F1).

Reference: 21/02380/FULL

Plan Nos: Site Location Plan, APL/00295-001, APL/00295-003, APL/00295-004, APL/00295-005, APL/00295-006, APL/00295-007, APL/00295-008, Planning and Heritage Statement dated March 2021 and Transport Statement dated April 2021.

Case Officer: Frederica Cooney

Direct Tel. No. 020 7641
07866037206

Recommended Condition(s) and Reason(s)

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

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

- 2 You must use the property only for educational facilities for sixth form students associated with and ancillary to Francis Holland School. You must not use it for any other purpose, including any within Class F1 of the Town and Country Planning (Use Classes) Order 1987 as amended September 2020 (or any equivalent class in any order that may replace it). (C05AC)

Reason:

We cannot grant planning permission for unrestricted use in this case because it would not meet Policy 17 of the City Plan 2019 - 2040 (April 2021). (R05AC)

- 3 You must not allow students on the premises outside the following times: between 07:30 and 18:30 Monday to Friday and not at all on Saturdays, Sundays and Bank Holidays.

Reason:

To protect neighbouring residents from noise nuisance, as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021). (R13AD)

- 4 The number of students attending the site hereby permitted shall not exceed 180 at any one time.

Reason:

To protect the environment of people in neighbouring properties as set out in Policies 7, 16 and 33 of the City Plan 2019 - 2040 (April 2021). (R12AD)

- 5 Before you begin to use the new school buildings, you must apply to us for an updated Operational Management Plan for 36 Linhope Street. The Operational Management Plan must include details of:
- (a) Matters previously listed within the OMP submitted on 29 June 2021;
 - (b) Links to the main school site for cycle storage, vehicles and servicing.

Reason:

To protect the environment of people in neighbouring properties as set out in Policies 7, 16 and 33 of the City Plan 2019 - 2040 (April 2021). (R12AD)

- 6 (1) Where noise emitted from the proposed internal activity in the development will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the internal activity within the educational use hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the permitted hours of use. The activity-specific noise level should be expressed as LAeqTm,, and shall be representative of the activity operating at its noisiest.
- (2) Where noise emitted from the proposed internal activity in the development will contain tones or will be intermittent, the 'A' weighted sound pressure level from the internal activity within the educational use hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the permitted hours of use. The activity-specific noise level should be expressed as LAeqTm, and shall be representative of the activity operating at its noisiest.
- (3) Following completion of the development, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by submitting a further noise report including a proposed fixed noise level for written approval by the City Council. Your submission of a noise report must include:
- (a) The location of most affected noise sensitive receptor location and the most affected window of it;
 - (b) Distances between the application premises and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location;
 - (c) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (a) above (or a suitable representative position), at times when background noise is at its lowest during the permitted hours of use. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures;
 - (d) The lowest existing LA90, 15 mins measurement recorded under (c) above;
 - (e) Measurement evidence and any calculations demonstrating that the activity complies with the planning condition;

(f) The proposed maximum noise level to be emitted by the activity. (C47AC)

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels and as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the draft Environmental Supplementary Planning Document (May 2021), so that the noise environment of people in noise sensitive receptors is protected, including the intrusiveness of tonal and impulsive sounds, and by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission. (R47AC)

7

The glass that is in the side elevation windows at first floor level must not be clear glass, and you must fix it permanently shut. You must apply to us for approval of a sample of the glass (at least 300mm square). You must not start work on the relevant part of the development until we have given our written approval for the sample. You must then install the type of glass we have approved and must not change it without our permission. (C21DB)

Reason:

To protect the privacy and environment of people in neighbouring properties. This is as set out in Policies 7, 33 and 38 of the City Plan 2019 - 2040 (April 2021). (R21BD)

8

Before you begin to use the new school buildings, you must apply to us for approval of a Travel Plan. The Travel Plan must include details of:

- (a) A comprehensive survey of all users of the school;
- (b) Details of local resident involvement in the adoption and implementation of the Travel Plan;
- (c) Targets set in the Plan to reduce car journeys to the school and for drop offs at the main site at 31 Park Road;
- (d) Details of how the Travel Plan will be regularly monitored and amended, if necessary, if targets identified in the Plan are not being met over a period of 5 years from the date the new school buildings are occupied.

At the end of the first and third years of the life of the Travel Plan, you must apply to us for approval of reports monitoring the effectiveness of the Travel Plan and setting out any changes you propose to make to the Plan to overcome any identified problems.

Reason:

In the interests of public safety, to avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out Policies 24 and 25 of the City Plan 2019 - 2040 (April 2021). (R45AC)

9

Before the use hereby permitted is commenced details of proposed cycle provision, both on site and at the main Francis Holland School site (Ivor PI, London NW1 6XR) shall be submitted to and approved in writing by the local planning authority. The cycle parking facilities shall be provided prior to the occupation of the building and shall thereafter be permanently retained.

Reason:

- 10 To provide cycle parking spaces for people using the development in accordance with Policy 25 of the City Plan 2019 - 2040 (April 2021). (R22FB)

You must apply to us for approval of details of how waste is to be stored on site and how materials for recycling will be stored separately. You must not start work on the relevant part of the development until we have approved in writing what you have sent us. You must then provide the waste and recycling storage prior to occupation of the development and thereafter permanently retain the stores according to these details. You must clearly mark the stores and make them available at all times to everyone using the school. (C14ED)

Reason:

To protect the environment and provide suitable storage for waste and materials for recycling as set out in Policies 7 and 37 of the City Plan 2019 - 2040 (April 2021). (R14CD)

1 **Informative(s):**

- 2 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in the City Plan 2019 - 2040 (April 2021), neighbourhood plan (where relevant), supplementary planning documents, the London Plan (March 2021), planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.

HIGHWAYS LICENSING:

Under the Highways Act 1980 you must get a licence from us before you put skips or scaffolding on the road or pavement. It is an offence to break the conditions of that licence. You may also have to send us a programme of work so that we can tell your neighbours the likely timing of building activities. For more advice, please visit our website at www.westminster.gov.uk/guide-temporary-structures.

CONSIDERATE CONSTRUCTORS:

You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, sitenquiries@ccscheme.org.uk or visit www.ccscheme.org.uk.

BUILDING REGULATIONS:

You are advised that the works are likely to require building regulations approval. Details in relation to Westminster Building Control services can be found on our website at

www.westminster.gov.uk/contact-us-building-control

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.

DRAFT DECISION LETTER

Address: 36 Linhope Street, London, NW1 6HU

Proposal: Change of use of building from office (Class E) to educational use (Class F1).

Reference: 21/02380/FULL

Plan Nos: Site Location Plan, APL/00295-001, APL/00295-003, APL/00295-004, APL/00295-005, APL/00295-006, APL/00295-007, APL/00295-008, Planning and Heritage Statement dated March 2021 and Transport Statement dated April 2021.

Case Officer: Frederica Cooney

Direct Tel. No. 020 7641
07866037206

Recommended Condition(s) and Reason(s)

- 1 The development hereby permitted shall be carried out in accordance with the drawings and other documents listed on this decision letter, and any drawings approved subsequently by the City Council as local planning authority pursuant to any conditions on this decision letter.

Reason:

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

- 2 You must use the property only for educational facilities for sixth form students associated with and ancillary to Francis Holland School. You must not use it for any other purpose, including any within Class F1 of the Town and Country Planning (Use Classes) Order 1987 as amended September 2020 (or any equivalent class in any order that may replace it). (C05AC)

Reason:

We cannot grant planning permission for unrestricted use in this case because it would not meet Policy 17 of the City Plan 2019 - 2040 (April 2021). (R05AC)

- 3 You must not allow students on the premises outside the following times: between 07:30 and 19:00 Monday to Friday and not at all on Saturdays, Sundays and Bank Holidays.

Reason:

To protect the environment of people in neighbouring properties, as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021). (R13BD)

- 4 The number of students attending the site hereby permitted shall not exceed 180 at any one time.

Reason:

To protect the environment of people in neighbouring properties as set out in Policies 7, 16 and 33 of the City Plan 2019 - 2040 (April 2021). (R12AD)

- 5 Before you begin to use the new school buildings, you must apply to us for an updated Operational Management Plan for 36 Linhope Street. The Operational Management Plan must include details of:

- (a) Matters previously listed within the OMP submitted on 29 June 2021
- (b) Links to the main school site for cycle storage, vehicles and servicing.

Reason:

To protect the environment of people in neighbouring properties as set out in Policies 7, 16 and 33 of the City Plan 2019 - 2040 (April 2021). (R12AD)

- 6 (1) Where noise emitted from the proposed internal activity in the development will not contain tones or will not be intermittent, the 'A' weighted sound pressure level from the internal activity within the educational use hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 10 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the permitted hours of use. The activity-specific noise level should be expressed as LAeqTm, and shall be representative of the activity operating at its noisiest., (2) Where noise emitted from the proposed internal activity in the development will contain tones or will be intermittent, the 'A' weighted sound pressure level from the internal activity within the educational use hereby permitted, when operating at its noisiest, shall not at any time exceed a value of 15 dB below the minimum external background noise, at a point 1 metre outside any window of any residential and other noise sensitive property, unless and until a fixed maximum noise level is approved in writing by the City Council. The background level should be expressed in terms of the lowest LA90, 15 mins during the permitted hours of use. The activity-specific noise level should be expressed as LAeqTm, and shall be representative of the activity operating at its noisiest., (3) Following completion of the development, you may apply in writing to the City Council for a fixed maximum noise level to be approved. This is to be done by

submitting a further noise report including a proposed fixed noise level for written approval by the City Council. Your submission of a noise report must include:; (a) The location of most affected noise sensitive receptor location and the most affected window of it; (b) Distances between the application premises and receptor location/s and any mitigating features that may attenuate the sound level received at the most affected receptor location; (c) Measurements of existing LA90, 15 mins levels recorded one metre outside and in front of the window referred to in (a) above (or a suitable representative position), at times when background noise is at its lowest during the permitted hours of use. This acoustic survey to be conducted in conformity to BS 7445 in respect of measurement methodology and procedures; (d) The lowest existing LA90, 15 mins measurement recorded under (c) above; (e) Measurement evidence and any calculations demonstrating that the activity complies with the planning condition; (f) The proposed maximum noise level to be emitted by the activity. (C47AC)

Reason:

Because existing external ambient noise levels exceed WHO Guideline Levels and as set out in Policies 7 and 33 of the City Plan 2019 - 2040 (April 2021) and the draft Environmental Supplementary Planning Document (May 2021), so that the noise environment of people in noise sensitive receptors is protected, including the intrusiveness of tonal and impulsive sounds, and by contributing to reducing excessive ambient noise levels. Part (3) is included so that applicants may ask subsequently for a fixed maximum noise level to be approved in case ambient noise levels reduce at any time after implementation of the planning permission. (R47AC)

- 7 The glass that is in the side elevation windows at first floor level must not be clear glass, and you must fix it permanently shut. You must apply to us for approval of a sample of the glass (at least 300mm square). You must not start work on the relevant part of the development until we have given our written approval for the sample. You must then install the type of glass we have approved and must not change it without our permission. (C21DB)

Reason:

To protect the privacy and environment of people in neighbouring properties. This is as set out in Policies 7, 33 and 38 of the City Plan 2019 - 2040 (April 2021). (R21BD)

- 8 Before you begin to use the new school buildings, you must apply to us for approval of a Travel Plan. The Travel Plan must include details of:; (a) A comprehensive survey of all users of the site; (b) Details of local resident involvement in the adoption and implementation of the Travel Plan; (c) Targets set in the Plan to reduce car journeys to the school and for drop offs at the main site at 31 Park Road; (d) Details of how the Travel Plan will be regularly monitored and amended, if necessary, if targets identified in the Plan are not being met over a period of 5 years from the date the new school buildings are occupied. , , At the end of the first and third years of the life of the Travel Plan, you must apply to us for approval of reports monitoring the effectiveness of the Travel Plan and setting out any changes you propose to make to the Plan to overcome any identified problems.

Reason:

In the interests of public safety, to avoid blocking the surrounding streets and to protect the environment of people in neighbouring properties as set out Policies 24 and 25 of the City Plan 2019 - 2040 (April 2021). (R45AC)

- 9 Before the use hereby permitted is commenced details of proposed cycle provision, both on site and at the main Francis Holland School site (Ivor Pl, London NW1 6XR) shall be submitted to and approved in writing by the local planning authority. The cycle parking facilities shall be provided prior to the occupation of the building and shall thereafter be permanently retained.

Reason:

To provide cycle parking spaces for people using the development in accordance with Policy 25 of the City Plan 2019 - 2040 (April 2021). (R22FB)

- 10 You must apply to us for approval of details of how waste is to be stored on site and how materials for recycling will be stored separately. You must not start work on the relevant part of the development until we have approved in writing what you have sent us. You must then provide the waste and recycling storage prior to occupation of the development and thereafter permanently retain the stores according to these details. You must clearly mark the stores and make them available at all times to everyone using the school. (C14ED)

Reason:

To protect the environment and provide suitable storage for waste and materials for recycling as set out in Policies 7 and 37 of the City Plan 2019 - 2040 (April 2021). (R14CD)

Informative(s):

- 1 In dealing with this application the City Council has implemented the requirement in the National Planning Policy Framework to work with the applicant in a positive and proactive way. We have made available detailed advice in the form of our statutory policies in the City Plan 2019 - 2040 (April 2021), neighbourhood plan (where relevant), supplementary planning documents, the London Plan (March 2021), planning briefs and other informal written guidance, as well as offering a full pre application advice service, in order to ensure that applicant has been given every opportunity to submit an application which is likely to be considered favourably. In addition, where appropriate, further guidance was offered to the applicant at the validation stage.
- 2 HIGHWAYS LICENSING:, Under the Highways Act 1980 you must get a licence from us before you put skips or scaffolding on the road or pavement. It is an offence to break the conditions of that licence. You may also have to send us a programme of work so that we can tell your neighbours the likely timing of building activities. For more advice, please visit our website at

www.westminster.gov.uk/guide-temporary-structures., , **CONSIDERATE CONSTRUCTORS:**, You are encouraged to join the nationally recognised Considerate Constructors Scheme. This commits those sites registered with the Scheme to be considerate and good neighbours, as well as clean, respectful, safe, environmentally conscious, responsible and accountable. For more information please contact the Considerate Constructors Scheme directly on 0800 783 1423, siteenquiries@ccscheme.org.uk or visit www.ccscheme.org.uk., , **BUILDING REGULATIONS:**, You are advised that the works are likely to require building regulations approval. Details in relation to Westminster Building Control services can be found on our website at www.westminster.gov.uk/contact-us-building-control

Please note: the full text for informatives can be found in the Council's Conditions, Reasons & Policies handbook, copies of which can be found in the Committee Room whilst the meeting is in progress, and on the Council's website.