



**Planning Committee Map**

Site address: Harlesden Primary School, Acton Lane, London, NW10 8UT

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

**RECEIVED:** 23 September, 2013

**WARD:** Harlesden

**PLANNING AREA:** Harlesden Consultative Forum

**LOCATION:** Harlesden Primary School, Acton Lane, London, NW10 8UT

**PROPOSAL:** Erection of a 2 storey building to include nursery classrooms, assembly hall and external rooftop multi-use games area (facing Minet Avenue), single storey extension to main school, new covered walkway linking main school to new building and associated soft play landscaped areas

**APPLICANT:** Brent Council

**CONTACT:** Curl la Tourelle Architects

**PLAN NO'S:**  
Please see condition 2

---

### **RECOMMENDATION**

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

### **SECTION 106 DETAILS**

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- A financial contribution of £20,000 towards the highway works index-linked from the date of committee and due on Material Start.
- Sustainability – BREEAM Very Good Construction Assessment and Certificate shall be submitted prior to occupation; achieve 50% on the Brent Sustainable Development Checklist, demonstrated through submission of a Detailed Sustainability Implementation Strategy prior to construction; compliance with the ICE Demolition protocol, demonstrated by submission of an independent report detailing demolition and new build material use and recycling; and 20% on site renewable energy details to be submitted and approved, which shall be maintained throughout the lifetime of the development.
- Join and adhere to the Considerate Constructors scheme.
- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

### **EXISTING**

The application site is currently occupied by a single form primary school and is located on the junction between Minet Avenue and Acton Lane. The site is not located within a Conservation Area, nor is any part of the property considered to be a listed feature.

### **PROPOSAL**

See above.

## **HISTORY**

Full planning permission (Ref No: 09/0557) for Demolition and replacement of existing reception and fence with new reception area and single storey extension of offices, demolition and replacement of store and planter with erection of new WC block and store to school was granted on 18 May 2009

## **POLICY CONSIDERATIONS**

### ***National***

#### *National Planning Policy Framework 2012*

The NPPF was published on 27 March 2012 and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. Its intention is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

The NPPF places great importance on ensuring that sufficient school places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement. LPA's should give great weight to the need to create, expand or alter schools.

LDF Core Strategy and UDP saved policies referred to in the report below have been considered in the assessment of the application and the recommendation is considered to comply with the NPPF.

### ***Regional***

#### *London Plan 2011*

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents have to be ‘in general conformity’ with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

The plan identifies six objectives to ensure that the vision is realised:

- Objective 1: A city that meets the challenges of economic and population growth
- Objective 2: An internationally competitive and successful city
- Objective 3: A city of diverse, strong, secure and accessible neighbourhoods
- Objective 4: A city that delights the senses
- Objective 5: A city that becomes a world leader in improving the environment
- Objective 6: A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities

Key policies include:

#### Social Infrastructure

- 3.16 Protection and Enhancement of Social Infrastructure
- 3.18 Education Facilities
- 3.19 Sports Facilities

#### London's Response to Climate Change

- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable Energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling

- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable Drainage

#### London's Transport

- 6.3 Assessing effects of development on transport capacity
- 6.7 Better streets and surface transport
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking

#### London's living places and spaces

- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local Character
- 7.5 Public realm
- 7.6 Architecture
- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

#### *London Plan SPG*

#### **Local**

The development plan for the purposes of S54A of the Town and Country Planning Act is the Brent Unitary Development Plan 2004, the Brent Core Strategy 2010 and the London Plan 2011.

#### *Brent Unitary Development Plan 2004*

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

#### Strategic

- 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

#### 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

#### 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.
- 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 states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.
- 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

- CF8 School Extensions
- CF10 Development Within School Grounds

#### *Brent Core Strategy 2010*

The following spatial policies are considered relevant to this application:

- CP 1 Spatial development strategy  
This sets out the spatial strategy, outlining where growth is to be focused.
- CP 5 Place making  
Sets out requirements for place making when major development schemes are considered
- CP 6 Design & density in place shaping  
Sets out the requirements for appropriate design and density levels for development
- CP 15 Infrastructure to support development  
Requires that the infrastructure requirements of new development are met
- CP18 Protection and enhancement of Open Space, Sports & Biodiversity  
Protects all open space from inappropriate development. Promotes enhancements to open space, sports and biodiversity, particularly in areas of deficiency and where additional pressure on open space will be created
- CP 19 Brent strategic climate mitigation and adaptation measures  
Highlights the need for new development to embody or contribute to climate mitigation objectives, especially in growth areas
- CP 23 Protection of existing and provision of new community and cultural facilities  
Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community 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.

## **CONSULTATION**

168 Neighbouring properties were consulted on 11 October 2013. A site notice was placed outside the property on 18 October 2013 and a press notice was placed in the Press on 17 October 2013. The Local

Authority has received 5 objections in response, these are outlined as:

- The amount of development proposed is excessive as demonstrated by the fact that the play area, is located on the roof
- No information regarding increased traffic and the management thereof has been supplied
- The existing boundary between the school and rear gardens of Minet Gardens is considered to be too low, thereby causing a health and safety risk for children climbing over to reclaim balls.
- The proposed design is considered to be out of keeping with the character of the area
- A noise assessment has not been carried out
- The reduction of the external play area means the play times will be staggered to accommodate the schools population. This will result in prolonged periods of noise
- The height with roof top play area is considered to be far higher than surrounding buildings.
- In the winter months properties in Harley Road will receive less sunlight owing to the scale of the buildings proposed

The Ordnance Survey Plan appears to be incorrect in so far as the neighbouring properties appear to incorrectly plotted on the submission. Therefore the impact on these properties will be worse than anticipated.

## **REMARKS**

### Principle

1. Under sections 13 & 14 of the Education Act 1996, as amended by the Education and Inspections Act 2006, a local education authority has a statutory duty to ensure there are sufficient school places available to meet the needs of the population in its area, but it is not obliged to provide a place in a particular (or nearest) school. Members are aware the pressures this has placed on Brent Council
2. Demand for primary school places nationally is forecast to continue to exceed the supply of places. The Council submitted a report to Executive in August 2011 which set out the pressing need to provide additional school places in Brent to meet its statutory duty up to 2014/15; the report identifies that within this timeframe there will be a shortage of 1778 places if no action was taken. To meet this growing demand, a subsequent report to Executive on 23 April 2012 highlighted four schools as being suitable for expansion, including Harlesden Primary School.
3. The Council's Unitary Development Plan (UDP) and more recent Core Strategy emphasises the importance of providing sufficient social infrastructure to meet demand. Policy CP23 in the Core Strategy and CF8 in the UDP confirms that in principle proposals are supported to enlarge a school size where it is necessary to accommodate the forecast growth in pupil numbers.
4. The extensions proposed at Harlesden Primary School would provide an additional two forms of entry (ultimately creating an additional 420 places) to assist in meeting the identified need for further school places within the Borough as detailed in the reports to Executive. The 420 places will be phased in over a 7 year period as the extra places are allocated to the school. On this basis, the principle of the proposal can be accepted as it is required to meet an identified need.

### Siting & Design

5. The proposal seeks planning permission for:
  - The erection of a single storey block within the site. The single storey element of the extension to the western side of the site replaces two existing single storey prefabricated classrooms. The existing classrooms are in a poor state of repair and there is no objection to their removal. This element is located within the site and is not considered to be contentious.
  - The erection of a two storey stand alone block, with rooftop MUGA- fronting Minet Avenue. The impacts of this new block is considered below
6. The existing buildings are located at the northern end of the site accessed via a separate vehicular and pedestrian access. The front part of the school building is of domestic scale, with the larger flat roof part two storey, part single store wing behind. It is also acknowledged that size and general layout of the new block is determined by educational requirements. Although the new block will be higher than

neighbouring buildings, the size and scale of the extension, being part single and part two storey, is considered to respect the existing building of which it relates directly to.

7. The proposed new block does not seek to replicate the design of the original building; however, the new materials will reflect those of the existing building through the use of a consistent brickwork pattern to provide cohesion. The depiction of vertical elements within the design has been used to break up the bulk of the new extension. Details of materials shall be secured by condition.
8. Whilst the new building is higher than that of neighbouring domestic properties, the school is not like other buildings with the area, and good design requires new development to be positioned within its own landscaped area representing the proposed use. That said, whilst your officers would prefer the upper floor MUGA to be set back from the street so to reduce the bulk of the building, the proposed MUGA is already proposed at a reduced level and the school say that further reducing the amount of external amenity space could render the area not practically useable. It is obviously necessary to balance the recognised need for new school places against the impact that the proposal will have on the street scene. Officers are of the view, on balance that the proposal appears to be acceptable.

Sport England is required to be consulted on any application which may affect playing pitches. Members will be briefed on Sport England's comments in the Supplementary Report. However, in terms of the position of the proposed extension, it is located on the existing MUGA. The existing MUGA (814sqm) will be replaced at a roof level (724sqm). The re-provision whilst marginally less than that of the existing situation is considered to be an acceptable amount to service the school as agreed by the Secondary schools capital programme board

#### Impact on residential amenity

9. The Council seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the need for new development. The main impacts on amenity to be considered are: overbearing impact of the size and scale of the extension; loss of outlook, which is related to overbearing impact; loss of privacy; and loss of sunlight. Following the policies contained within part 3.7 *Urban Design Principles* of the *Built Environment Chapter* of the UDP, the council has published Supplementary Planning Guidance No. 17 "Design Guide for New Development" (SPG17) which establishes generally acceptable standards relating to these matters, although site specific characteristics will mean these standards could be tightened or relaxed accordingly.
10. The location of the proposed new block is such that it is only the South Eastern boundary that is in close proximity to the proposed extension. Some concern was originally raised with the accuracy of the Ordnance Survey Plan in so far as neighbouring property No 91 was incorrectly plotted. The matter has now been resolved as detailed on the amended submission. Viewing the amended submission and given the distance from the directly adjoining properties on Minet Avenue, the proposed new block is not considered to result in any significant amenity impacts
11. Due to the orientation of the school new block in relation to the properties on Minet Avenue there is likely to be some reduction in sunlight to the neighbouring houses and gardens particularly during the morning; however, given the height and relationship of the extension to the closest neighbouring properties, it is not considered that the impact would reduce the existing level of sunlight to an unacceptable degree.
12. The new block will be set away by 8m from the Southern boundary of the site. The guidance contained in SPG17 sets out that where a proposed development adjoins a garden, the height of the proposed building should be set below a line of 45 degrees at the garden edge (taken at 2m height) to ensure that the development does not appear over dominant or overbearing. The proposed extension broadly complies with the guidance with only part of the upper floor and mesh forming the MUGA breaching the guidance. The guidance is not a hard and fast rule but is used to guide development only. Owing to a small area of the development failing to meet the Councils Guidance and the fact that harsher relationships exist on the remaining mid terrace properties on Minet Avenue, on balance your officers are not of the view the partial failure is considered reason in itself to refuse the application.

13. In terms of disturbance, the greatest impact will be as a result of the new entrance feature alongside number 91 (a and b) Minet Avenue. The new entrance will service the new offices and classrooms. The existing entrance will still be used along with a new secondary entrance servicing the new foundation stage form. Whilst it is acknowledged that the new entrance will create some disturbance with children and staff entering and leaving school in the morning and evenings, the disturbance is not considered to cause a detrimental impact on neighbouring amenity.
14. In terms of noise as a result of the use, whilst it is noted the break times will be increased by 1 hour 30mins across the duration of the school day, as this is an existing school site it is not considered that the increase in activity would result in a worsening of existing amenity. Generally the activity within the school grounds is most notable during the school day, but Members will be aware that there is limited control over what forms these activities can take.

#### Landscaping / Trees

15. The Council's Tree Protection Officer has considered the proposal and confirmed the provision of 6 new trees (Species to be secured by condition) on site following completion of the development. These trees are principally to be located along the Northern boundary of the site to provide an improved screen for the residential occupiers and to improve the impact of the streetscene. The proposed tree protection measures set out in the submitted report for the retained trees have been reviewed and are considered acceptable.
16. Full details of the changes to the hard and soft landscaping, including alterations to the access, will be secured by condition. Overall the proposals are considered acceptable and with the additional tree planting proposed will provide an appropriate setting for the new development.

#### Transportation

17. UDP policy CF8 *School Extensions* requires proposals to have an acceptable transport impact and schemes will be subject to measures to reduce car usage. Policy TRN1 *Transport Assessment* ensures applications will be assessed for their transport impact and developments with a potentially significant impact on the transport network should submit a Transport Assessment. Policies TRN2, 3 and 4 relate to testing that impact and measures to make transport impact acceptable. The London Plan 2011 contains a number of relevant policies including 6.1 *Strategic Approach*, 6.3 *Assessing Effects of Development on Transport Capacity*, 6.9 *Cycling* and 6.13 *Parking*.
18. The site currently is accessed via two access entrances from Acton Lane, one for vehicles and one for pedestrians. As part of the proposal, it is the intention to make alterations to provide 3 separate footpaths. With regard to parking provision on site, the application proposes the loss of one car parking space to reduce the on-site provision of 11 spaces for staff. The Council's parking standards as a maximum allow 1 space per 5 workers plus 20% for visitors; the current provision fails this standard by 7 bays. With the increase in staff numbers to 91 by the time the school is fully occupied, up to 18 spaces would be permitted on site. As the car park does not provide for the full standard, this means that the consideration of the impact of overspill car parking on the local highway network is of particular importance. Parking Beat Surveys were sought as part of the application documents. The applicants survey revealed that there is a significant additional capacity within the shared use bays at present. However Transportation Engineers have yet to be convinced that the surveys dont exaggerate the availability on street in the immediate vicinity of the school
19. The submitted Transport Assessment has given consideration to the likely increase in vehicular trips to and from the site as a result of the increase in staff and pupil numbers. The report demonstrates that this will not have a significant impact on Minet Avenue. The Transport Statement claims that the additional car trips can be accommodated on other streets slightly further from the site. This rationale is queried, given the evidence that parents tend to park as close to a school site as is feasible. To combat this the School Travel Plan would need to work more on parental attitudes, and to promote the "park and stride" model which has been shown to work for some other schools in the borough. The Transport Statement

also claims that the CPZ will discourage parking in the area, but this is also unrealistic as for short-stay drop-offs parents can be seen to take the risk, and many local parents may already have parking permits in any case. Whilst concern is raised with the Travel Plan, your officers are of the view an amended Travel Plan could address officers concerns and consider an acceptable travel plan could be secured by condition.

20. Whilst not mentioned in the Transport Statement, the emergency access gate on Minet Avenue solves one problem ("rat running" to avoid Acton Lane at peak times) while creating another. The short section of Minet Avenue becomes congested at school pick-up and drop-off times causing vehicles having to reverse onto Acton Lane in some cases. Your officers suggest securing funds for a review of a package of works
21. Moving the existing emergency access gate to the Acton Lane/Minet Avenue junction, which would assist in reducing some of the current highway safety problems observed at pick-up/drop-off times. This engineered solution would be similar in effect to schemes previously carried out at Lechmere Road/High Road Willesden, Keyes Road/Cricklewood Broadway and Pember Road/Kilburn Lane (among other examples). A review of waiting restrictions adjacent to the site, seeking to add loading restrictions. These would stop vehicles pausing outside the gate for more than 2 minutes, paving the way for more effective enforcement against motorists flouting the regulations. Painting of new "School Keep Clear" zigzag markings on Minet Avenue, adjacent to the main pedestrian access on this frontage are needed to dissuade parents from parking directly adjacent to the access. A sum of £20,000 would be needed for the full range of measures.
22. Bicycle parking is required at 1 space per 10 staff, giving a total requirement for 9 spaces. The proposal includes an increase in the provision from 12 spaces to 26 spaces under a covered canopy. This exceeds the standards set out in the UDP however is below the requirements of TFL.
23. The application does not propose changes to the waste management and collection or other servicing.
24. As such, suitable mitigation measures are considered essential to this scheme, including a new Travel Plan to reduce car journeys, which will be secured by condition.

#### Energy & Sustainability

25. Policy CP19 in the Core Strategy seeks to ensure that all new development contributes to achieving sustainable development, including climate change, mitigation and adaptation. The proposal is predicted to achieve a BREEAM 'Very Good' rating; new development is generally expected to meet BREEAM 'Excellent' standards. Given that the proposal is an extension to an existing school rather than comprehensive redevelopment, achieving BREEAM 'Very Good' is considered acceptable. The proposal achieves 25% over Part L of the Building Regulations 2010 in compliance with London Plan Policy 5.2.  
MUGA

26. The application proposes a new a court multi use games area measuring 724 sq m, which be located on the roof of the new building. This area has been located to enable separate access to be provided for community use outside of school hours including access to the changing facilities. It is recommended that a condition is imposed to secure at least 20 hours of community access a week to accord with similar proposals in the borough with full details secured by condition.

#### Mayoral CIL

As the development relates to the extension of an education facility, the development is exempt from paying CIL.

#### Conclusion

27. The proposed scheme complies with the relevant policies for schools development at national, regional

and local level and in particular with the National Planning Policy Framework which places great importance on ensuring that sufficient school places are available to meet the needs of existing and new communities; accordingly your officers recommend planning permission be granted, subject to a number of conditions.

| <b>Objections</b>  | <b>Response</b>  |
|--|--|
| The amount of development proposed is excessive as demonstrated by the fact that the play area, is located on the roof   | The amount of development proposed is required for the provision of school places. The impact of the extension on neighbouring amenity and the character of the area has been assessed above |
| No information regarding increased traffic and the management thereof has been supplied  | The full Travel Plan has been submitted and a further Travel Plan will be secured by condition   |
| The existing boundary between the school and rear gardens of Minet Gardens is considered to be too low, thereby causing a health and safety risk for children climbing over to reclaim balls | This matter falls out of the realms of this application  |
| The proposed design is considered to be out of keeping with the character of the area  | Please see section on 'Siting and Design   |
| A noise assessment has not been carried out  | A noise assessment has been provided. See section on Impact on Neighbouring Amenity  |
| The reduction of the external play area means the play times will be staggered to accommodate the schools population. This will result in prolonged periods of noise                         | Please see section on 'Siting and Design   |
| The height with roof top play area is considered to be far higher than surrounding buildings   | Please see section on 'Siting and Design   |
| In the winter months properties in Harley Road will receive less sunlight owing to the scale of the buildings proposed   | The proposed extension are located on the South Eastern part of the site and is not considered to have an impact on Harley Road  |
| In the winter months properties in Harley Road will receive less sunlight owing to the scale of the buildings proposed   | See section on Impact on Neighbouring Amenity  |

**RECOMMENDATION:** Grant Consent subject to Legal agreement

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

Core Strategy 2010  
 Brent Unitary Development Plan 2004  
 Central Government Guidance  
 London Plan 2011  
 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 drawings:

941C 102- 941C 120  
941C 200- 941C 205  
941C 208  
941C 220 0- 941C 222  
941C 225- 941C 226  
Drainage Layout  
Planning Statement  
Transport Statement

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

- (3) Before any construction work on site, excluding demolition and site clearance, further details of materials for all external work, including samples where specified, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced.

The details shall include:

- (a) Brickwork - blended brick to match existing (including sample);
- (b) Render - Pure White (including sample);
- (c) Windows;
- (d) Doors;
- (e) Fins (including sample);
- (f) Roof finishes excluding green roof (including sample).

The work shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

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

- (4) All areas shown on the plan shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the completion of construction work on site. Such landscaping work shall be completed prior to occupation of the development hereby approved or by any other timetable agreed. Such scheme shall also indicate:-

- (a) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling;
- (b) Hard surfaces including details of materials and finishes - these should have a permeable construction;
- (b) Proposed lighting plan with specification;
- (c) All planting including location, species, size, density and number;
- (d) Any sustainable construction methods which are to be used;
- (e) A detailed (min. 5-year) landscape management plan showing requirements for the ongoing maintenance of hard and soft landscaping;

(f) Proposed gates, walls and fencing, indicating materials and heights, including MUGA

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) 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 Community Access Plan shall allow for a minimum of 20 hours of community use each week and 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 Community Access Plan shall be brought into operation within 3 months of occupation of the development and it shall remain in operation for the duration of the use of the development.

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

- (6) The protection of the retained trees shall be implemented in full accordance with the approved details set out in the Arboricultural Impact Assessment by Landscape Planning Ltd prior to commencement of any preparatory work or development and retained throughout the duration of the construction works.

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

- (7) No development shall take place, including any works of demolition or site clearance, 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) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site - utilising Church Lane site access only;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (vi) wheel washing facilities and schedule of highway cleaning;
- (vii) measures to control the emission of dust and dirt during construction;
- (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (ix) School, nursery and Children's Centre access during the construction phase.

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

- (8) Details of the following shall be submitted to and approved in writing by the local planning authority prior to installation:
- a) kitchen extraction system and filters;
  - b) ventilation equipment;
  - c) boiler flue and emissions.

These details should include an assessment of the impact on air quality and the development

shall be completed in accordance with the details so approved and retained thereafter for the lifetime of the development.

- (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 as approved and adhered to.

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

**INFORMATIVES:**

None Specified

Any person wishing to inspect the above papers should contact Tanusha Naidoo, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5245