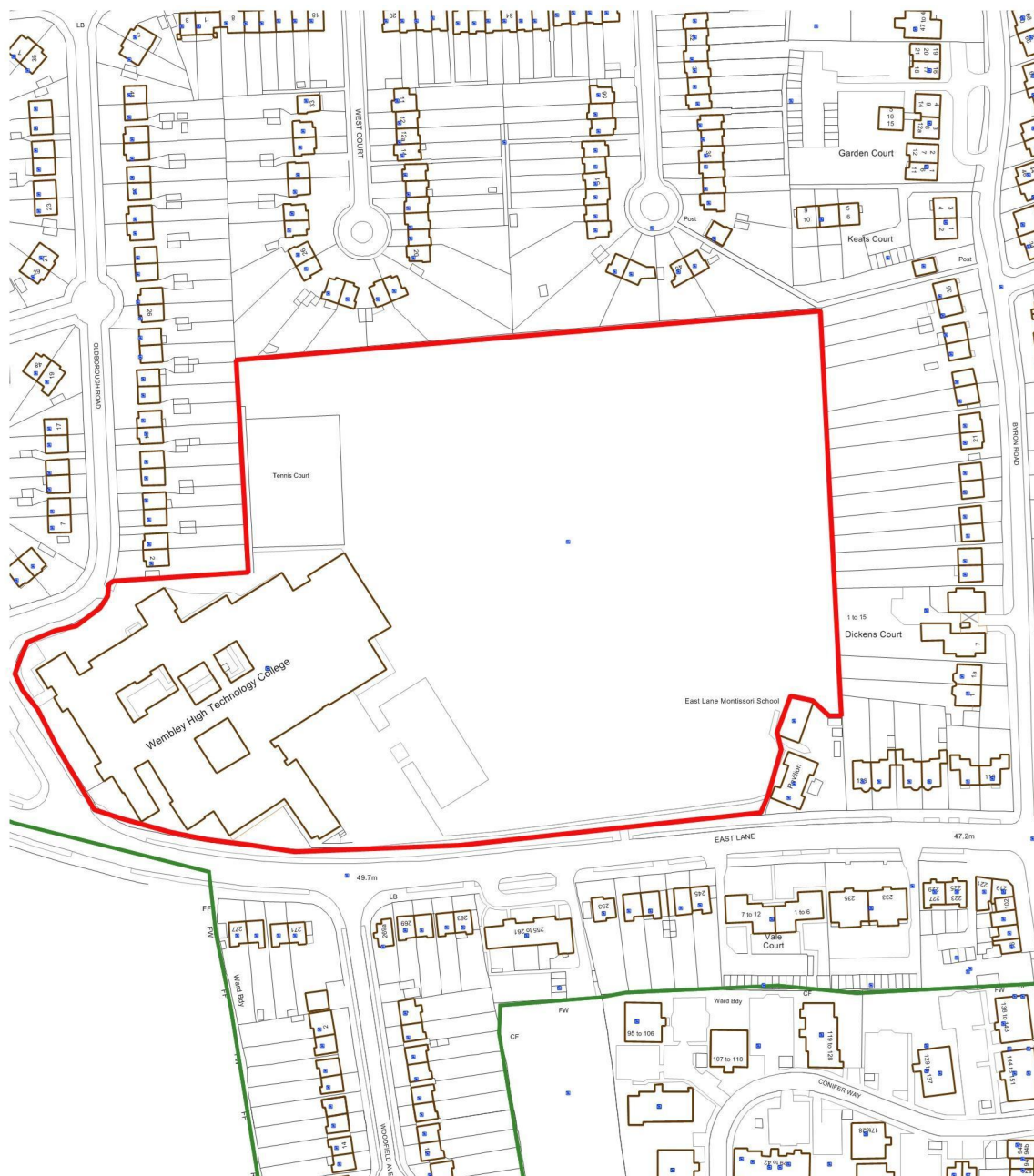




### Planning Committee Map

Site address: Wembley High Technology College, East Lane, Wembley, HA0 3NT

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This map is indicative only.

**RECEIVED:** 23 September, 2013

**WARD:** Northwick Park

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Wembley High Technology College, East Lane, Wembley, HA0 3NT

**PROPOSAL:** Proposed new four form of entry primary school comprising 3 x 2 storey blocks and one single storey block - incorporating class rooms, multi use hall, kitchen, library, staff and administration rooms, ancillary storage and plant rooms, and including new external multi use games area, external playgrounds, new access from East Lane, staff car parking spaces and associated landscaping and lighting.

**APPLICANT:** Brent Council

**CONTACT:** Curl la Tourelle Architects

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

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## **RECOMMENDATION**

To resolve to grant consent, subject to:

- (a) the referral of the application to the Mayor of London in accordance with part 5 of the Town and Country Planning (Mayor of London) Order 2008, and
- (b) in the event of officers failing to agree mitigation measures that meet the requirements of Sport England referral to the Secretary of State in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, and the DCLG letter of 10 March 2011.

## **CIL DETAILS**

This application is not liable to pay the Community Infrastructure Levy (CIL).

### **CIL Liable?**

Yes/No: No

## **EXISTING**

Wembley High Technology College is an academy school located on East Lane in North Wembley, opposite the Vale Farm open space. It is a secondary school currently providing four forms of entry for pupils from age 11-16 (Years 7 through to 11) and also provides a sixth form. It currently has around 1350 pupils. The school also has two temporary reception classes located in temporary class rooms.

The site is bound on 3 sides by the rear gardens of properties in Oldborough Road, East Court, West Court and in Byron Road. East Lane runs along the south side and around the main secondary school building which is located on the western half of the site.

The proposed new primary school is to be located within the eastern half of the site; the closest neighbouring properties are in Byron Road whose rear gardens back on to the site.

East Lane is classified as a London Distributor Road and is an important route through the borough it is also part of the London Bus Priority Network.

## **DEVELOPMENT SCHEDULE**

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

### **Floorspace Breakdown**

Primary Use	Existing	Retained	Lost	New	Net Gain
assembly and leisure	0		0	0	
businesses / research and development	0		0	0	
businesses and light industry	0		0	0	
businesses and offices	0		0	0	
drinking establishments (2004)	0		0	0	
financial and professional services	0		0	0	
general industrial	0		0	0	
hot food take away (2004)	0		0	0	
hotels	0		0	0	
non-residential institutions	0		0	4127.8	
residential institutions	0		0	0	
restaurants and cafes	0		0	0	
shops	0		0	0	
storage and distribution	0		0	0	

#### TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	0		0	4127	

#### Monitoring Residential Breakdown

##### Existing

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

##### Proposed

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

#### PROPOSAL

Proposed new four form of entry primary school comprising 3 x 2 storey blocks and one single storey block - incorporating class rooms, multi use hall, kitchen, library , staff and administration rooms, ancillary storage and plant rooms, and including new external multi use games area, external playgrounds, new access from East Lane, staff car parking spaces and associated landscaping and lighting.

#### HISTORY

Wembley High Technology College was established in 1979 but there has been a school on the site since the 1930s and parts of the building date from this time. The school has been added to over the years and there has been a number of significant extensions in recent years. The most recent relevant planning history is set out below.

#### Relevant Planning History

- 19/04/2013 Planning permission granted for the demolition of the existing gymnasium and erection of a 3 storey extension with replacement gymnasium on the ground floor and 8 additional classrooms on the first and second floors (Ref: 13/0230).
- 29/01/2013 Planning permission granted for installation of roof over external courtyard (Ref: 12/3134).
- 25/07/2012 Planning permission granted for the replacement of existing windows and external doors to the west elevation (facing East Lane) and north elevation (facing Oldborough Road) with double glazed aluminium

	windows and doors (Ref: 12/1423).
21/05/2012	Planning permission granted for single storey extension to north-western corner of the school to create a library for the lower school and single storey extension to the existing school kitchen (Ref: 12/0798).
22/03/2011	Planning permission granted for the infilling of two courtyards in order to create two single storey extensions to school (Ref: 11/0197).
10/01/2011	Planning permission granted for a three-storey extension to school building to provide sixth-form facility adjacent to East Lane (Ref: 10/0436).
23/07/2008	Planning permission granted for the erection of a single-storey detached building adjacent to East Lane, comprising a school hall and 4 classrooms (Ref: 08/1481).
25/08/2005	Planning permission granted for the installation of replacement powder coated aluminium windows and doors to parts of school building (Ref: 05/1946).
03/02/2003	Planning permission granted for the erection of a two-storey extension to the south and west elevations, a single-storey extension to the north elevation and construction of a new main entrance on the west elevation and formation of disabled parking space (Ref: 01/2963).

## **POLICY CONSIDERATIONS**

### National Planning Policy Framework

The NPPF was published on 27 March 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.

### 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

The Mayor's Transport Strategy (May 2010)

Sustainable Design and Construction – Supplementary Planning Guidance (2006)

Accessible London: achieving an inclusive environment (April 2004)

Planning for Equality and Diversity in London (October 2007)

#### Local Policy

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 polices 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**

### Local Consultation



Consultation letters were sent out on the 25/10/2013 to 525 properties including properties in East Lane, Oldborough Road, East Court, West Court, Blockley Road, Holt Road, Byron Road, Shelley Gardens, Nathans Road (just 1 property) and Woodfield Avenue.

The proposal was advertised in the press on the 31/10/2013.  
Site notices were put up on the 05/11/2013.

Individual responses have been received from 57 properties along with a 262 signature petition all objecting to the proposal. Sudbury Court Residents Association has also objected and echoes many of the concerns raised by residents individually. The concerns raised are summarised below.

<b>Grounds of Objection</b>	
Many of the roads around the site are narrow and the area is already congested as a result of the existing school, this proposal will only aggravate the situation.	
Impact on road safety.	
Inadequate consultation.	
Wembley High School is already advertising the Primary school places.	
The public alleyway between Byron Road and East Court is a Public footpath used by many people including cyclists, mums with pushchairs, elderly residents, the creation of a new entrance from this alleyway into the school will cause congestion, disturb residents who adjoin the alleyway and encourage parents to drop their children off in Byron Road and East Court.	
The Robert West transport assessment particularly the parking survey is totally inaccurate.	
Where is the emergency access?	
A proper travel plan is required. The assumptions made regarding how the transport impacts can be mitigated are naive and unrealistic.	
Loss of privacy to properties in Byron Road resulting for the erection of a new 2-storey school close to the boundary with those properties.	
Appropriate control of litter which is already a problem.	
The amount of traffic that will be generated is underestimated and the number of pupils who will walk or travel by public transport are overestimated.	
Lack of an environmental impact assessment.	
There are already a number of primary schools in the area and there cannot be a local demand for 800 additional primary school places. The school will therefore attract pupils from throughout the borough.	
If there is such demand for new primary school places why has Brent Town Hall been allowed to become a French school?	
Why wasn't the Arc Academy which is on a larger space with none of the access issues of WHTC not built to accommodate a new primary school?	
The Council should provide details of what other sites were considered in the area to meet the demands of a new school and why WHTC was selected.	
The National Planning Policy Framework (NPPF) Paragraph 74 of the NPPF states that existing open space, sports and recreational buildings and land,	

including playing fields, should not be built on unless: · an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or · the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or · the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.	
This is an over-concentration of new primary school places in one area. Given that the borough has 59 state funded primary schools greater consideration should be given to spreading the load more evenly across the borough.	
The local bus network cannot support the additional demand.	
Loss of green space and increased sprawl will impact on the character of the area.	

**Ward Councillors** - Councillors for Sudbury and Northwick Park wards were also consulted.

A response was received from Cllr Harihar Patel who highlighted the amount of local concern about the proposal and requesting that a Committee members visit the site.

#### Internal and Statutory Consultees

**Environmental Health** – no objections subject to conditions regarding contaminated land remediation and verification. A noise impact assessment in relation to the MUGA is required. The acoustic barrier proposed should be detailed.

**Landscape Design** – no objections subject to conditions on hard and soft landscaping (including dense boundary planting, ground cover shrubs and trees,) and trees to be protected during construction works to BS5837 standards.

**Highways** – pending further review of the Transport Assessment and junction modelling results, this proposal can be supported, subject to the following conditions:-

- (i) The development shall not be occupied until such time as a scheme to improve road safety along East Lane and around the site has been implemented to the satisfaction of the Head of Transportation; such works include: (i) upgrading of the existing crossing facility close to the main school entrance from a pedestrian refuge to a zebra crossing with associated guard railing; (ii) provision of SCHOOL KEEP CLEAR markings and revised school advance warning signage; (iii) provision of new pedestrian refuges in the vicinity of Woodfield Avenue and on the western side of the Sudbury Avenue junction; (iv) widening of the existing pedestrian refuge on the eastern side of the Sudbury Avenue junction; (v) provision of a right-turn lane at the access to the East Lane pavilion car park; (vi) widening of the existing crossover to the car park so as to align with the existing gates; (vii) upgrading of two bus stops and shelters on East Lane; and (viii) a review of waiting restrictions in the area surrounding the school, in particular on East Court and Byron Road;
- (ii) The development shall not commence until such time as a Travel Plan for the School has been submitted to and approved by the Local Planning Authority, with the Travel Plan then to be fully implemented upon opening of the school;
- (iii) The development shall not come into use until such time as a management plan for the use of the East Lane pavilion car park has been approved by the LPA, such plan to include details of the operation of a 'walking bus' between the car park and the school entrance, provision of covered muster points for children to wait and provision of adequate funding (at a current cost of £6,000 per annum) for a school crossing patrol warden on the East Lane;
- (iv) Further details of the enlarged car park for the school shall be submitted for approval, showing the provision of at least two wide disabled parking spaces, electric vehicle charging equipment and the provision of an emergency vehicle access gate to the new school;
- (v) Further details of lighting and drainage within the site shall be submitted for approval prior to commencement;

**Environment Agency** – No objections raised.

**Sport England** – objects to the proposal because is not considered to accord with any of the exceptions in Sport England’s playing fields policy. If the Council is minded to grant permission for the development then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, and the DCLG letter of 10 March 2011, the application should be referred to the National Unit for Land Acquisition and Disposal at the Department of Communities and Local Government.

**Greater London Authority** – as the proposal affects a playing field of more than 2 hectares its is defined as a development of ‘potential strategic importance’ (PSI) as defined by The Town and Country Planning (Mayor of London) Order 2008. As such, the proposal is referable to the Mayor of London for consideration.

The GLA Stage 1 Report can be summarised as:

Whilst the application is broadly acceptable in strategic planning terms the following changes are suggested to ensure the proposal is fully compliant with the London Plan:

- Whilst the provision of educational facilities is strongly supported, the loss of playing fields needs to be addressed.
- Further details of the proposed platform lifts and disabled parking spaces should be provided.
- The applicant should revise and confirm the predicted carbon savings.
- A number of concerns in regard to the traffic impact assessment, electrical vehicle charging points, local bus stop and pedestrian environment and the school travel plan need to be resolved.

## REMARKS

### REMARKS

#### Introduction

Wembley High Technology College is an academy secondary school currently providing four forms of entry for pupils from age 11-16 (Years 7 through to 11) and also provides a sixth form. It currently has an existing school roll of 1,353 pupils aged 11-19 years and employs 141 staff.

Currently, the demand for school places in Brent, as with many outer London boroughs, is increasing. The demand for primary places in the north of the borough specifically has led Brent Council in partnership with the Governing Body WHTC to propose a new four form of entry primary school within the existing school’s site.

The new school will accommodate up to 840 pupils aged 4-11 on the eastern end of the existing playing fields to allow the school to operate as an ‘all-through’ school. There are currently 28 temporary reception places which will be incorporated into the school and the school roll will be increased gradually year-on-year to reach full capacity by 2022.

The new school will comprise four separate blocks comprising 28 classrooms, a specialist teaching room, two science labs, two libraries, five group rooms, a large sports/dining hall (355m<sup>2</sup>), a small hall (175m<sup>2</sup>), a kitchen, staff rooms and offices, toilets and storage. Staffing is estimated at 100 employees. Externally, a Multi-Use Games Area and associated playground areas for each year group are proposed. The remaining playing fields for the secondary school will be reconfigured accordingly, with a replacement MUGA provided for the existing MUGA lost to the new primary school development.

#### The current places in the school 2012/13 academic year

Number on Roll (2013)	Year 7	Year 8	Year 9	Year 10	Year 11	Sixth Form	Total
WHTC	216	213	212	216	212	284	

The Governing Body of Wembley High Technology College is proposing to change the character of the school on a permanent basis by becoming an “all-through” school by September 2014. “All-through”

means the lower age limit will change from 11 years old (Year 7) to 4 years old (Reception). The school will eventually offer places from Reception to Sixth Form (4 years old to 19 years old). There are currently two temporary Reception classes on the Wembley High Technology College site in temporary accommodation. It is intended that these pupils will become permanent students if the proposal is successful.

The pupils in Year 6 (by September 2018 at the latest) will automatically move to Year 7 in the following academic year. The school will use the admissions criteria to fill the remaining places (i.e. the additional places and unfilled places, resulting from the lack of take up in Year 6).

**The growing number of primary school pupils**

The number of children seeking a primary school in Brent is increasing year on year. This is due to several factors e.g. the renewed popularity of Brent schools, the inward migration of families into the borough, the new housing developments throughout the borough attracting new families and the rising birth and fertility rates. As a result, in areas of high demand there are insufficient school places.

**New primary school places**

In June 2011 the Local Authority consulted with all primary schools in the borough to explore the possibility of increasing the number of school places. It has been evident that the demand for Reception places would be greater than the number of available places. This assessment was based on the number of on-time and ad hoc admissions applications received by the Local Authority, the current forecast of student numbers and local factors such as feedback from schools.

Subsequently, the Local Authority reviewed capacity constraints at all primary schools and identified the maximum need for school places in the local areas. Discussions took place with schools which were suitable and willing for expansion. This was followed by an initial feasibility assessment.

Since 2005 the Local Authority has analysed the increased demand for school places and created a programme to increase primary places through permanent expansion of schools and temporary classes. The table below demonstrates how many permanent and temporary primary places have been created since September 2006.

Total number of additional places (Reception to Year 6)	Permanent places(Reception to Year 6)	Temporary places(Reception to Year 6)
4164	3423	741

Despite adding new places, there remains a shortfall of Reception places in the borough. As at 11 January 2013, there were 201 primary aged children without a school place for the 2012/13 academic year. Of which 54 were Reception age (4 years old).

**The need for more primary school places in the future**

In August 2011, Brent Council carried out a review of primary school places which estimated that an additional 15 forms of entry (15FE) will be required in Brent by 2014/15 - an estimate of 450 places in each year group. The pressure of increasing demand is already evident with few places available in Brent's 60 primary schools. Brent Council is supportive of the proposed expansion of Preston Park Primary School to help address the shortage of primary school places.

Demand continues to increase in the north of the borough and a permanent increase from 3 to 4 forms of entry will help satisfy some of that demand. It is also anticipated that the increased demand for primary school places will eventually create a shortage of secondary school places.

The rising demand for primary school places is posing a serious challenge in Brent. Brent Council is working closely with local schools and together we are doing everything we can to provide more places for the borough's pupils. Over the next four years, we will be investing around £90 million with aim of offering a primary place to every local child who needs one.

## **BREEAM and Energy**

As well as meeting the design targets set-out in BB101, the buildings have been designed to target BREEAM 'Excellent' standard. Refer to BREEAM design stage assessment in the supporting documents. The buildings will be economical in use of energy and resources and are designed to be flexible in use and adaptable to future change.

Some of the low energy and environmentally positive measures that the buildings adopt are

- Natural ventilation to all classrooms
- Heat recovery throughout
- Night-time cooling through phase change board to naturally ventilated areas
- BREEAM A or A+ rated materials
- Surface water attenuation
- PV Cells on roof (see section below)
- Low-E glazing to relevant doors and windows in addition to solar protecting glass to south facing elevations
- Low u-values commensurate with BB101 recommendations
- Maximising natural day lighting
- Sensor-switching to lights with manual override in teaching areas and offices Supporting Document for Planning Application for Curl la Tourelle Architects

The energy and sustainability strategy has been amended to address comments in the GLA's Stage I response. It now a 45% overall onsite Carbon reduction. These targets have been achieved in the scheme through proposing best practice U-value for the building fabric, optimising natural daylight, using natural ventilation through the use of E Stack where possible (offices, staff room areas and group rooms will all be mechanically ventilated), any mechanical ventilation will be installed with heat recovery and energy efficient heating. To ensure the carbon reduction, it is now proposed that 600m<sup>2</sup> of photovoltaic cells along with Lean savings will satisfy the GLA target of 45% reductions.

## **Layout**

As described above, the area of the secondary school site designated for the new primary school is to the east of the site and runs the full depth of the site from north to south. The main entrance to the new school will be from East Lane. To relieve the potential pupil congestion at this entrance, an alternative disused pedestrian route to the North of the site is proposed. The footpath running from East Court to Byron Road will be utilised and upgraded to provide secure entry/egress for pupils. This has caused considerable concern from residents living near the alleyway in East Court and Byron Road over the potential for this to encourage parents to drive and drop off their children in these roads. A condition is suggested requiring that a method for controlling this entrance to allow only those pupils living in streets close to this entrance will be allowed to use it is submitted and approved prior to this new entrance being opened.

The school buildings are set back from the site boundary, with playgrounds extending to the site boundary. This suits the school's desired adjacencies at the same time as addressing many elements of concern in planning guidance SPG-17 with respect to privacy, layout, size and scale, and sunlight.

The new school is comprised of four separate buildings: a main entrance building with Reception and Key Stage 1 classrooms housing Year 1 and Year 2 pupils, a Key Stage 2 Junior building housing Year 3 and Year 4 pupils, a Key Stage 2 Senior building housing Year 5 and Year 6 pupils and a Hall/Dining Room building equidistant to all three other buildings.

Each teaching building has the full complement of learning support and administration for its building in addition to a distinct specialist teaching room.

A Staff Room, Library and ICT suite are located in the Reception/KS1 building which also is the main entrance for visitors to the school. Canopies link the buildings to one another to provide covered outdoor circulation. A large canopy links the Reception/KS1 buildings to the Hall/Dining Room building which also serves as a covered outdoor play area. Canopies are also provided outside the Reception classrooms and over the Main Entrance.

The four separate buildings form an 'x' shaped outside area between them. This provides clear visibility and ease of orientation within the school grounds. A further advantage of the layout of the separate

buildings is that year-group appropriate playgrounds and external learning areas are adjacent to the classrooms. This consequentially provides playtime access to age-appropriate WCs and efficient circulation.

The layout of the buildings subsequently carves out distinct playground areas that have appropriate adjacencies to the classrooms but also to each other. The KS2 playgrounds are separated from the Reception and KS1 playground by a shared outdoor eating and study/outdoor teaching areas between the two KS2 buildings. The KS1 playground is, however, adjacent to the Reception playground, so the Reception Year children could access to the KS1 play equipment when appropriate.

### **Scale**

The area required by the new school and the overall site area indicates that a two-storey building is most appropriate. Three of the blocks are 2-storey. The School Hall building is single storey, but is higher than an average single story as it needs to accommodate a gymnasium.

The heights of the buildings do not contravene the policies set out in SPG-17 and are set sufficiently far back from site boundaries.

### **Landscaping**

Additional trees are proposed to line the pedestrian entrance from East Lane making an inviting, welcoming and attractive entrance to the school. A condition is proposed requiring further details of additional planting to site boundaries.

### **Appearance**

A restrained palette of red brick is proposed to match and complement the existing brick palette of the secondary school and the surrounding residential buildings. In keeping with the more recently constructed existing secondary school buildings, the roofs of the new buildings are flat with a parapet rising high enough to hide any plant that may be required on the roof and to act as a safety barrier for maintenance staff.

External windows and doors are powder-coated metal and create a balanced rhythm on the façade. Windows incorporate natural ventilation louvers at high level, with a glazed panel in between.

The canopies are a major visual element within the design of the scheme. In addition to their practical use of covered passage or play, they also give the primary school a strong visual identity helping to visually tie the different buildings together. The canopies are at different heights, which, with the undulating ground levels, create visual variety and interest when viewed against the simple solid form of the proposed buildings.

### **Impact of new buildings on neighbours**

All the proposed new buildings meet the relevant guidelines set out in SPG17 in terms of its impact on the residential amenities of surrounding neighbours. The nearest residential properties are in Byron Road whose rear gardens back on to the site. The distance between the nearest new buildings and the boundary is 10 metres. The rear gardens of properties on this side of Byron Road are typically over 40 metres, the closest is Dickens Court which is a block of flats with distance of 30 metres between its rearmost block and the boundary with the school. This still gives a separation of 40 metres between the new school buildings and the nearest neighbouring building – far exceeding the minimum 20 metre distance advised in SPG17.

### **Impact on Playing Field.**

The site forms part of, or constitutes a playing field as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 (Statutory Instrument 2010 No. 2184), in that it is on land that has been used as a playing field within the last five years, and the field encompasses at least one playing pitch of 0.2 ha or more, or that it is on land that allocated for the use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement.

The proposed new primary school will be located on the east side of the playing field. It would lead to a significant loss of playing field and one 'large grass pitch' (measuring 57.6m x 81.5m), the relocation and reduction in size of one 'small MUGA' and the loss of part of the outfield for cricket. Overall the existing area of what might be considered useable playing field (including existing hard surfaced courts and playing areas and MUGAs) is being reduced from approximately 2.8 ha to 2.3 ha.

The proposed layout of the retained playing field area has been revised to demonstrate that it retains the

ability to accommodate a running track and a rounder's pitch. Overall the retained and re-provided external play and sports space include:

- Hard surfaced tennis court - 1200 sqm
- 2x MUGAs - 684 sqm and 4362 sqm respectively
- Astro turf pitch – 771 sqm
- A retained grass playing field of 9,150 sqm capable of accommodating 2 seven a side pitches a full sized pitch suitable for hockey and football and long and high jump pits. During the summer these playing pitches can be converted to accommodating cricket, rounder's, a running track, javelin and shot put.
- A number of informal playgrounds and social areas are also provided in including separate junior and senior playgrounds for the new primary school.

While it is considered possible for the existing and new school to meet the area guidelines contained in Department for Education Building Bulletins, either on their own sites or through the availability of facilities off-site, the applicant acknowledges that there will be a reduction in the size of the playing field, and that there will be no replacement playing field provided as part of this development. Therefore, the proposal will not meet the circumstances described in any of the exceptions to Sport England's Playing Fields Policy.

Sport England's policy and the NPPF applies to the provision of playing fields to meet the needs of the whole community and not just those of the school. The development must therefore be considered in the context of paragraph 74 of the National Planning Policy Framework (NPPF) and Sport England Playing Field Policy. The NPPF states:

*74. Existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:*

- *an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or*
- *the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or*
- *the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.*

Sport England has therefore considered the application in the light of its playing fields policy. The aim of this policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches. The Policy states that:

*“Sport England will oppose the granting of planning permission for any development which would lead to the loss of, or would prejudice the use of, all or any part of a playing field, or land last used as a playing field or allocated for use as a playing field in an adopted or draft deposit local plan, unless, in the judgement of Sport England, one of the Specific circumstances applies.”*

It should be noted that the strength of Para 74 of the NPPF has been tested recently at appeal. In a recent appeal (ref APP/U4610/A/12/2176169) the Planning Inspector considered what constitutes a playing field and whether there would be a requirements of replace this playing field under the provisions of Para 74. In that case, it was held that, in accordance with Local Plan Policy and National Planning Policy Framework, compensatory replacement provision was necessary and should be provided as part of the scheme.

Sport England therefore **objects** to the proposal because is not considered to accord with any of the exceptions in Sport England's playing fields policy.

Should the Planning Committee be minded to grant planning permission for the development then in accordance with The Town and Country Planning (Consultation) (England) Direction 2009, and the DCLG letter of 10 March 2011, the application should be referred to the National Unit for Land Acquisition and Disposal at the Department of Communities and Local Government.

Officers are in discussion with Sport England over what compensatory measures can be offered in the local area in order to off-set the loss of playing field that would result from the proposed development. A similar compromise was achieved with the new Primary School at Preston Manor High School in 2010. Some of the measures being offered include much needed drainage and other improvements to existing pitches at Vale Farm and Northwick Park. Officers are therefore asking members should they support the proposal to

delegate authority to agree suitable compensatory measure with Sport England on the understanding that if agreement cannot be reached the application will be referred to the Secretary of State.

## Highways

Wembley High Technology College is located on the northern side of East Lane (a local distributor road) to the east of its junction with Oldborough Road and opposite its junction with Woodfield Avenue.

This secondary school has an existing school roll of 1,353 pupils aged 11-19 years and employs 141 staff.

A 15-space staff car park is located in the southeastern corner of the site, along the southern edge of the playing fields and accessed via a 3m wide crossover and gates onto East Lane. A secondary 4m wide access to a service yard/school minibus parking area is located on Oldborough Road, whilst the main school entrance is located on Oldborough Road at the triangle junction with East Lane. A total of 54 covered bicycle parking spaces are provided within the school at present.

The existing car park along the southern side of the site is to be enlarged to provide 25 spaces. Bin storage is also proposed alongside the car park and deliveries to the primary school are intended to take place from this area.

The main pedestrian access will be via a 9.5m wide pedestrian entrance route from East Lane, with a secondary pedestrian access indicated in the north eastern corner of the site from a public footpath connecting Byron Road with East Court. Covered shelters for 158 bicycles and 20 scooters are to be provided within the site.

On-street parking along the East Lane frontage of the site is generally unrestricted, other than on Wembley Stadium Event Days when parking is prohibited between 8am and midnight. However, the presence of a pedestrian refuge in East Lane close to the proposed new pedestrian entrance means there are associated double yellow lines prohibiting parking at all times. A zebra crossing in East Lane close to Oldborough Road also restricts on-street stopping towards the western end of the site. Being a main road, East Lane generally tends to be very lightly parked.

Otherwise, parking in the surrounding residential area is generally unrestricted, but the narrowness of many of the streets around the school means that parking is often able to take place on one side of the street only. The area is not generally considered to be heavily parked at night, but detailed daytime surveys of parking occupancy have been undertaken during the day, showing some streets suffering high levels of parking stress, particularly Oldborough Road and areas close to the existing school entrance.

The school has fairly low access to public transport services (PTAL 2), with close access to North Wembley station (London Overground and Bakerloo lines) and bus route 245 on East Lane.

## Parking

The car parking allowance for the school (use class D1) is set out in standard PS12 of the UDP 2004. The parking requirement for disabled people is given in standard PS15. The bicycle parking requirement is given in standard PS16.

The parking allowance for the school is therefore up to a maximum of 1 space per 5 staff, plus a further 20% for visitors. There are 112 existing staff, which will increase to 128 with the proposed development. The car parking allowance for the school will therefore increase from 26 spaces to 30 spaces.

The provision of 19 standard width spaces within the school frontage will therefore continue to accord with standards, with the provision of a disabled parking space meeting the requirements of standard PS15 (5% of spaces to be marked for disabled drivers).

Provision should also be made for electric vehicle charging and at least two spaces should therefore be provided with charging facilities as a condition of any approval.

The bicycle parking requirement for the school is a minimum of 1 space per 10 staff, with bicycle parking for children not being required. As such, the requirement will increase from 12 spaces to 13 spaces with this proposal. The proposed increase in bicycle storage from 12 spaces to 79 spaces plus 10 scooter spaces will therefore more than meet standards and will positively support the Travel Plan in encouraging greater use of bicycles for school journeys by staff and pupils.



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A 15-space staff car park is located in the southeastern corner of the site, along the southern edge of the playing fields and accessed via a 3m wide crossover and gates onto East Lane. A secondary 4m wide access to a service yard/school minibus parking area is located on Oldborough Road, whilst the main school entrance is located on Oldborough Road at the triangle junction with East Lane. A total of 54 covered bicycle parking spaces are provided within the school at present.

The existing car park along the southern side of the site is to be enlarged to provide 25 spaces. Bin storage is also proposed alongside the car park and deliveries to the primary school are intended to take place from this area.

The main pedestrian access will be via a 9.5m wide pedestrian entrance route from East Lane, with a secondary pedestrian access indicated in the north eastern corner of the site from a public footpath connecting Byron Road with East Court. Covered shelters for 158 bicycles and 20 scooters are to be provided within the site.

On-street parking along the East Lane frontage of the site is generally unrestricted, other than on Wembley Stadium Event Days when parking is prohibited between 8am and midnight. However, the presence of a pedestrian refuge in East Lane close to the proposed new pedestrian entrance means there are associated double yellow lines prohibiting parking at all times. A zebra crossing in East Lane close to Oldborough Road also restricts on-street stopping towards the western end of the site. Being a main road, East Lane generally tends to be very lightly parked.

Otherwise, parking in the surrounding residential area is generally unrestricted, but the narrowness of many of the streets around the school means that parking is often able to take place on one side of the street only. The area is not generally considered to be heavily parked at night, but detailed daytime surveys of parking occupancy have been undertaken during the day, showing some streets suffering high levels of parking stress, particularly Oldborough Road and areas close to the existing school entrance.

The school has fairly low access to public transport services (PTAL 2), with close access to North Wembley station (London Overground and Bakerloo lines) and bus route 245 on East Lane.

The scale of this proposal is such that it would be likely to have a significant impact on the local transport network. As such, Policy TRN1 requires the submission of a Transport Assessment and this has been prepared by Robert West Consultants.

## **Site Layout**

Car parking allowances for educational uses are set out in standard PS12 of the adopted UDP 2004. This allows up to one space per five staff, plus an additional 20% for visitors. With staffing numbers for the school as a whole estimated to increase from 141 to 241 staff, up to 57 spaces may be provided for the enlarged school. The proposed provision of 25 spaces would therefore accord with standards.

At least two spaces should be widened and marked for disabled parking within the site to satisfy the requirements of standard PS15 though. It is noted that the proposed site plan carries a note suggesting that access for disabled vehicles (as well as drop-offs) will be provided along the main pedestrian access, although no parking spaces are shown in this area. This is not supported and the main access should be retained for pedestrian (and emergency vehicle) access only.

At least 10% of spaces (3 spaces) should also be provided with electric vehicle charging points. This has been confirmed in the Transport Assessment, but further details are sought as a condition of any approval.

Standard PS16 requires the provision of at least one bicycle parking space per ten staff for primary schools, so at least ten spaces will be required. Two secure bicycle storage compounds with shelters are shown (one at the northern end of the site close to the secondary access and one on the western side adjoining the new MUGA). The Transport Statement confirms overall provision will be made for 158 bicycles and 20 scooters, which is more than sufficient to allow standards to be met.

Standing and turning of service vehicles delivering to and collecting refuse from the school is proposed within the staff car park, where there is adequate space for turning. No loading bay has been marked for the standing of vehicles though, so they would temporarily obstruct access to parking spaces. This is not ideal and deliveries should therefore be planned to take place during the core part of the day, when staff vehicles are less likely to be entering and leaving the site.

Emergency access is proposed along the main pedestrian access route. However, allowing such access directly from East Lane would preclude the provision of guardrailling in front of the site and it is therefore recommended that a vehicular access gate for emergency vehicles instead be formed from the eastern end of the car park, thereby avoiding any need for a new crossover to the site.

Comments have been made on previous applications for the secondary school concerning the width and misalignment of the existing crossover onto East Lane for the car park in relation to the entrance gates. With the enlargement of the car park and increased future use by delivery and service vehicles, it is essential that the eastern side of this crossover be amended to properly align with the access gates as a condition of any approval.

The Transport Assessment also states that a new pedestrian entrance onto East Lane will be formed for existing High School pupils, so that they will no longer share the car park entrance with vehicles. Details of this need to be shown on the plans as a condition of any approval.

The main pedestrian access from East Lane is of a generous width and is welcomed as a safe and inviting entrance to the school (assuming no vehicular access is proposed, as mentioned above). SCHOOL KEEP CLEAR zig-zag markings and guardrailling will be required on East Lane in front of the entrance, with the latter guiding children and parents towards the existing pedestrian refuge sited about 10m west of the entrance.

This crossing also needs to be upgraded to a zebra crossing to cater for the large increase in usage arising from the development of this new primary school on the site. The existing school warning sign sited on lamp column 39 in East Lane should also be resited to column 37, to provide adequate advance warning of the new school entrance.

The proposal to open up increased use of an existing rear access from the school onto the footpath between Byron Road and East Court is welcomed as a means of encouraging walking and cycling by parents and children living in the area to the north of the site, with a further footpath linking Byron Road to Nathans Road to bring pedestrians from the vicinity of South Kenton station.

Concerns have been raised by local residents that use of this access will encourage parents to park in Byron Road and East Court to set down and collect children, which would cause congestion in these narrow streets, whilst the narrow width of the footpath is also a concern for parents with pushchairs needing to pass one another.

Whilst it is acknowledged that this access may generate parking around either end of the footpath, East Court (and to a lesser extent Byron Road) is not particularly easy to reach. Therefore, it should be possible to keep such parking to a minimum by providing and encouraging the use of setting down areas for children along East Lane, either at kerbside or within East Lane pavilion car park. Nevertheless, a review of the need for waiting restrictions on Byron Road and East Court (and other streets in the vicinity of the site) is recommended to minimise such concerns.

Lighting and drainage details have also been provided for the site. Surface water from the site will be drained into a 155m<sup>3</sup> attenuation tank at the northern end of the site, which will in turn be connected to public sewers in the vicinity of the Byron Road/East Court footpath (locations to be confirmed) via a flow control valve. Foul water sewers are also proposed to be linked to the public sewer network in the same location. These details are subject to approval from Thames Water. Design of landscaping will need to comply with SuDS requirements, but in the meantime, these provisional arrangements are acceptable in principle.

Lighting details are a little sketchy at present, so will be subject to further detailed design by a lighting engineer. However, it is proposed to comprise a mixture of 32W luminaires mounted at a height of 3m on the walls of the school buildings, 1m high illuminated bollards with 42W lanterns along walkways and 35W lanterns suspended beneath canopies.

These are proposed to achieve average horizontal illuminance levels of 30 lux for pathways, 10 lux around the site perimeter and 5 lux along roadways. In terms of the general pedestrian and cyclist entrances to the

site, as long as these are not to be used by vehicles (aside from emergency access), then a reduced average horizontal illuminance level of 10 lux should suffice.

Conditions requiring further details of lighting and drainage are recommended to allow proposals to be drawn up in more detail for approval.

## **Parking**

Further to setting a maximum parking allowance within the site, standard PS12 also requires particular attention to be paid to setting down facilities outside schools and the impact that such parking would have on adjoining residential roads at the start/finish of the school day.

In order to assess parking capacity in the area, detailed parking beat surveys were undertaken by the Transport Consultant on Thursday 4<sup>th</sup> July 2013 in the surrounding area between 7.30-9.30am and 2.30-5.30pm.

Initial analysis of the results by the Transport Consultant took no account of the limited width of many of the streets in the area though, thus concluding that there is plenty of spare on-street parking space available for use by school staff and parents without inconveniencing local residents. This conclusion is not accepted by Brent Transportation officers, whose own assessment of actual safe on-street parking capacity in the area amounted to just over half the level assumed by the Transport Consultants (see attached spreadsheet).

It is therefore noted by Brent's officers that many of the residential streets in the area are currently fairly heavily parked, with an average of 70-75% of on-street parking space on residential streets being occupied. Particularly high parking levels were observed in Peel Road and Ada Road (where footway parking is endemic), Oldborough Road (particularly close to the school entrance) and the Shelley Gardens area.

However, it was also noted that very little on-street parking takes place along East Lane, which offers scope to safely park over 100 cars between The Fairway and Peel Road (other than on Wembley Stadium event days). With much of this parking space being located along the school frontage, this area offers plenty of scope for use by parents setting down and picking up children, well away from residential roads in the area.

Such arrangements would be likely to encourage U-turning manoeuvres by parents in the road though, which could be hazardous.

A preferable option that has been considered involves securing the use of a little-used car park on nearby Vale Farm Open Space for East Lane Pavilion. This area offers scope to park at least a further 50 cars and could be used as a drop-off area by parents. The car park is some 350m from the new school entrance though, so is less convenient than East Lane for parking.

Consideration has therefore been given to operating a 'walking bus' between the car park and the school, so that parents need only pull up for a short period when dropping children. This will need to be well managed by staff or parents and further details of how this would operate in practice are sought. For example, providing a covered muster point within the car park would be beneficial on wet days.

This 'walking bus' route would also make use of the existing zebra crossing on East Lane to take children safely to the opposite side of this wide road. With primary school children being affected, it is important that they are assisted in crossing the road safely and to this end, a school crossing patrol officer would be extremely beneficial, helping to keep traffic moving too. At present, no funding is available to introduce new crossing patrol sites, so to do so would require separate funding from the school, at a current cost of £6,000 per annum. It is recommended that this be secured as a condition of any approval.

Modification of the central hatched marking across the car park entrance to provide a ghost-island right-turning lane would also be beneficial in helping traffic to turn into and out of the car park without obstructing through traffic on East Lane.

Given the importance of the East lane pavilion car park in minimising on-street parking in the surrounding residential areas (including East Court and Byron Road as mentioned above), any permission for this school must be subject to a condition securing use of this car park (or a similarly convenient alternative facility), to provide comfort that adequate parking is available to mitigate the likelihood of parking taking place in the surrounding residential streets.

In order to estimate the likely total volume of parking generated, modal share data from Elsley Primary

School in Wembley was examined within the Transport Assessment, as it was considered to offer a reasonable comparison with this site. Those figures showed 31% of pupils being driven to the school by parents (of which 4% were car sharing with non-family members) and 58% of staff driving to that school (plus 8% car sharing).

To test the validity of those figures, Brent's officers have compared the results with modal share data held for two primary schools closer to the site (i.e. Sudbury Court Primary School and Byron Court Primary School, both of which have highly accredited Travel Plans). For Sudbury Court school, 30% of pupils were recorded as travelling by car to and from school, although the survey dates from 2011 so requires updating. For Byron Court, surveys have shown the School Travel Plan successfully reducing the proportion of children being driven to and from school by their parents from 38% in 2011 to 22% in 2013.

Based upon the above, the 31% pupil modal share by car figure used in the Transport Assessment is considered robust, with the results from nearby Byron Court suggesting that there is scope to reduce car use significantly below that figure with the operation of a successful Travel Plan.

The Transport Assessment has then assumed that each car will carry 1.2 siblings, which is considered to be a reasonable assumption. However, in arriving at total car trips, it has disregarded both car sharing trips and 'park-and-stride' trips (i.e. those which park more than 5 minutes' walk away, which could feasibly include future parents using East Lane pavilion car park), which has the combined effect of reducing the proportion of car trips amongst pupils to about 20%, which whilst achievable with a good Travel Plan, is less robust in terms of assessing impact on the local road network.

Applying the above figures to this proposal (with a correction to include park and stride and car sharing trips) would leave about 58 staff vehicles seeking to park at the school (45 of whom would thus need to park on-street) and about 210 cars bringing pupils to and from the school once it is fully operational.

These trips are additional to those for the existing Wembley High Technology College, for which surveys undertaken by the Transport Consultant show 201 cars taking pupils to and from the site and 54 cars bringing staff to the site. As such, the additional primary school could be expected to approximately double the number of cars on the local network.

Amended calculations of parking capacity within the Transport Assessment show that these high levels of parking would take up all spare parking capacity in the area, thus again highlighting the need to secure use of the East Lane pavilion car park for setting down pupils.

Of equal importance is the operation of breakfast and after-school clubs to help to spread arrivals and departures across longer time frames, so that not all parking demand is generated in the 10-minute period before the school opens. Parents that drop off and collect children on their way to and from work are those who are most likely to need to use their car and are also those who would be most likely to find breakfast and after-school clubs of use.

In conclusion, it is considered that as long as parking facilities are provided along East Lane, a robust Travel Plan is brought into effect to reduce car use and to spread arrivals and departures over longer time periods through the operation of breakfast and after-school clubs and parking controls are reviewed in the residential streets surrounding the school, then the impact of parking associated with the school can be managed so as not to have a severe adverse impact on local residential streets.

## **Highway Network**

To examine the wider traffic impact of the proposal, the predicted volume of traffic to and from the fully occupied new school was added to existing flows on the local road network, as surveyed on 12<sup>th</sup> December 2013. This distribution of trips is based on the known postcode catchment area for Wembley High Technology College, which is considered reasonable as the school is proposed to operate as an 'all-through' school in future. Please note though that this data was not supplied with the TA, so cannot be verified by Brent's officers. Nevertheless, 58% of trips are assumed to be to/from the west and 42% to/from the east.

The junctions of East Lane with Watford Road, Byron Road/Sudbury Avenue and Peel Road/Harrowdene Road were then tested using industry standard software.

The late submission of this information means that it has not been possible for Brent's Transportation officers to fully validate the results of these assessments at the time of writing this report. Further comments will therefore be provided in due course for inclusion in a Supplementary Report.

Nevertheless, the results show that, subject to optimisation of the signal timings at the East Lane/Watford Road and East Lane/Harrowdene Road/Peel Road junctions, both junctions can maintain adequate practical reserve capacity throughout the morning and mid-afternoon peak periods up to the future year of 2022, when the school will be running at full capacity.

The only caveat is that the Harrowdene Road junction is shown requiring a longer cycle time of 96 seconds to maintain capacity, which will add to waiting times for pedestrians wishing to cross the road. Cycle time should thus generally be kept to a maximum of 90 seconds in urban areas such as this and this should be reviewed further.

In the case of the East Lane/Sudbury Avenue/Byron Road junction, results showed the Sudbury Avenue arm of the junction operating at a ratio of flow to capacity (rfc) of 0.906 in the morning peak hour in 2022 following this development, against a general recommended maximum value of 0.85. However, it would still remain within the absolute maximum capacity of 1.0 and has been based on an hourly peak flow profile, whereas flow through the junction (particularly with the help of a breakfast club) is likely to be more evenly spread in practice. As such, this result does not give sufficient cause for concern to recommend refusal of the application.

In conclusion, the impact on traffic flow in the area of the additional traffic for the primary school has been shown to be acceptable, although this is subject to further verification by Brent's Transportation officers. The implementation of a Travel Plan to minimise car use to the site would help further.

### **Non-Car Access**

With regard to travel by other modes of transport, results from the Elsley Primary school suggest that just 1% of pupils would travel by rail/Underground and 9% by bus. 3% of staff trips are predicted to be by rail/Underground. These figures are comparable to data held for the Sudbury Court and Byron Court schools. On this basis, 79 journeys by bus would be generated and 11 journeys by rail in the morning peak hour, although it needs to be borne in mind that most pupil journeys by public transport would be escorted by parents, who will also travel away from the site after dropping children off.

As such, whilst the impact on rail and Underground services is likely to be very minimal (less than one passenger per train), the impact on local bus services could be very significant, with 10+ extra passengers per bus on route 245 potentially being generated as a result of this proposal.

Transport for London will need to assess the resultant impact on their services of these extra journeys and in this respect, it is noted that they have requested more information on catchment areas and verification of trip rates before they can do so. In mitigation though, it is noted that route 245 was converted to double-deck operation in August 2013, partly to help cope with additional journeys to the enlarged Crest Academy in Dollis Hill for which Brent provided funding, so this may provide sufficient spare capacity to cater for these further predicted additional trips.

TfL have also requested funding of up to £10,000 per stop to enhance two bus stops and shelters close to the site, which is supported. Alternatively, this could be added to highway works around the site.

The new school will also generate considerably higher numbers of pedestrian movements in the area and in this respect, TfL have requested a PERS audit be undertaken to identify shortcomings in the quality of the pedestrian routes in the area (particularly between the site and North Wembley station).

As noted above, the proposed opening of a secondary entrance for pedestrians at the northern end of the site onto the footpath connecting Byron Road and East Court is welcomed in terms of making the site more accessible by foot, so any PERS audit should also therefore look at footway conditions in this area.

The accident history for the area (500m radius of the school) has been examined for the five year period January 2008-December 2012. This identified a total of 16 personal injury accidents over the study period, two of which were serious. Whilst the accident rate for the area is low, it is notable that four accidents involved pedestrians along the stretch of East Lane between this school and Harrowdene Road, highlighting a need to examine whether existing pedestrian crossing facilities in this area are adequate to cater for a significant increase in school children.

As such, regardless of the outcome of any PERS audit, the need for improved pedestrian crossing facilities along East Lane is apparent. Upgrading of the pedestrian refuge outside the site to a zebra crossing has

already been mentioned above and this should be supplemented by the provision of new refuges on the western side of the East Lane/Sudbury Avenue junction, enlargement of the refuge on the eastern side of that junction and provision of a further refuge in the vicinity of Woodfield Avenue.

## **Travel Plan**

The above potential impacts on parking and traffic flow also demonstrate the need to ensure that any traffic generated by the site is minimised through a Travel Plan. To this end, Wembley High Technology College already operates a Travel Plan which has been accredited by TfL with a Bronze award.

No Travel Plan has been submitted with this application, but the Transport Assessment has set out a framework to be used to draw up a Travel Plan, that can operate in conjunction with the Wembley High Technology College Travel Plan, including co-ordination between the two schools where joint action would be mutually beneficial (e.g. operation of a car sharing database for staff).

The submitted framework sets out a number of measures that can be implemented to reduce car use and encourage use of sustainable transport, including road safety and cycle training for pupils, provision of bicycle and scooter parking and equipment storage, cycle training, 'Walk on Wednesday'-type promotions, promotion of car sharing, staggered start times for the Primary and High Schools, promotion of breakfast and after-school clubs and operation of the setting down area at East Lane pavilion.

Some common measures have not been listed though, such as provision of changing and showering facilities for cyclists and provision of interest-free loans for bicycle and season ticket purchase for staff, so the framework is not particularly comprehensive.

Marketing is to be carried out by a Travel Plan Co-ordinator through newsletters, noticeboards, websites and parents evenings etc.

No mention is made at this stage of the targets that need to be set to make the Travel Plan a success or how the success of the Travel Plan will be monitored, which are major omissions given the importance of the Travel Plan to making this proposal acceptable.

Given the potential impact that this school would be likely to have on the local area, it is thus recommended that a full Travel Plan be submitted and agreed in advance of any planning approval being given. If there is insufficient time to do this, then a more thorough travel plan will be required to be approved before this school comes into operation.

In conclusion, the proposal is likely to cause large amounts of on-street parking in the vicinity of the site at the start and finish of the school day (as would happen wherever a new school were sited), and to address this, it is vital that provision be made for the safe setting down and collection of children from East Lane and the East Lane pavilion car park to discourage parking in adjoining residential streets.

This will in turn entail a need for improvements to road safety on East Lane to ensure adequate safe crossing facilities are provided for the increased numbers of children, including funding of a school crossing patrol warden.

A robust Travel Plan will also be essential to minimise traffic and parking associated with the school.

## **Conclusion**

Subject to the conditions set out in this report and subject to final agreement with Sport England on an appropriate package measures to compensate for the loss of playing field the proposal can be supported.

**RECOMMENDATION:** Grant Consent

## **REASON FOR GRANTING**

- (1) The proposed development is in general accordance with policies contained in the:-  
Planning Policy Guidance 17 – Planning for open space, sport and recreation  
Planning Policy Statement 5 – Planning for the Historic Environment

London Plan 2004 as consolidated with amendments

Brent's Unitary Development Plan 2004  
Brent's Core Strategy 2010  
SPG17 - Design Guide for New Development  
SPG12 – Access for disabled people, designing for accessibility

**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):

491G 101 Rev D  
491G 102 Rev A  
491G 200 Rev E  
491G 201 Rev E  
491G 205 Rev B  
491G 206 Rev B  
491G 207 Rev B  
491G 208 Rev B  
491G 209 Rev B  
491G 210 Rev B  
491G 401 Rev A  
491G 402 Rev B  
491G 403 Rev B  
491G 404 Rev B  
491G 405 Rev B  
491G 501 Rev B  
491G 502 Rev B

Acoustic Design Report  
Arboricultural Statement  
BREEAM Report  
Design & Access Statement  
Energy Statement for Planning  
Planning Statement & Statement  
Traffic Assessment

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

- (3) 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 15 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

- (4) The protection of the retained trees shall be implemented in full accordance with the approved details set out in the Arboricultural Impact Assessment prior to the 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.

- (5) The development shall not be occupied until the car-parking, additional cycle spaces have been provided in accordance with the approved details and these shall be retained thereafter for the lifetime of the development.

Reason: In the interests of highway safety and encourage use of sustainable transport.

- (6) 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;
- (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 and nursery access during the construction phase.

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

- (7) Details of the extract ventilation system and odour control equipment for the kitchen, including all details of external ducting, must be submitted to the Local Planning Authority for approval. The approved equipment shall be installed prior to the commencement of the use of the kitchen and shall thereafter be operated at all times during the operating hours of the kitchen and maintained in accordance with the manufacturers instructions.

Reason: To protect the amenity of nearby residents.

- (8) Within 12 months of occupation of the extension hereby approved, a review by a BRE approved independent body which verifies that the development has met or exceeded a BREEAM 'Very Good' rating shall be 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 measures to ensure the development meets or exceeds a BREEAM 'Very Good' rating shall be submitted to and approved in writing by the local planning authority within 24 months of occupation of the extension hereby approved.

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

- (9) The development shall be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed in the FRA:

- (i) Limiting surface water run-off generated by the 1 in 100 year (including an allowance for climate change) critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site as detailed in the FRA.
- (ii) Surface water storage to be achieved through the use of Sustainable Drainage Systems as detailed in the FRA.



The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may be subsequently agreed in writing by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

- (10) All existing redundant crossovers to the site from College Road shall be reinstated to footway and guard railing installed to the front of the widened pedestrian access on to College Road to the satisfaction of the Council's Transportation Department at the applicant's expense prior to occupation of the development.

Reason: In the interests of pedestrian safety.

- (11) The area(s) so designated within the site shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority before any works commence on site, the landscape work to be completed during the first available planting season following completion of the development hereby approved. Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

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.

- (12) The development shall not be occupied until such time as a scheme to improve road safety along East Lane and around the site has been implemented to the satisfaction of the Head of Transportation; such works include: (i) upgrading of the existing crossing facility close to the main school entrance from a pedestrian refuge to a zebra crossing with associated guardrailing; (ii) provision of SCHOOL KEEP CLEAR markings and revised school advance warning signage; (iii) provision of new pedestrian refuges in the vicinity of Woodfield Avenue and on the western side of the Sudbury Avenue junction; (iv) widening of the existing pedestrian refuge on the eastern side of the Sudbury Avenue junction; (v) provision of a right-turn lane at the access to the East Lane pavilion car park; (vi) widening of the existing crossover to the car park so as to align with the existing gates; (vii) upgrading of two bus stops and shelters on East Lane; and (viii) a review of waiting restrictions in the area surrounding the school, in particular on East Court and Byron Road.

Reason: In the interest of pedestrian and vehicular safety.

- (13) The development shall not commence until such time as a Travel Plan for the School has been submitted to and approved by the Local Planning Authority, with the Travel Plan then to be fully implemented upon opening of the school.

Reason: To ensure the free and safe flow of traffic in the area.

- (14) The development shall not come into use until such time as a management plan for the use of the East Lane pavilion car park has been approved by the LPA, such plan to include details of the operation of a 'walking bus' between the car park and the school entrance, provision of covered muster points for children to wait and provision of adequate funding (at a current cost of £6,000 per annum) for a school crossing patrol warden on the East Lane

Reason: To ensure the free and safe flow of traffic in the area.

- (15) Further details of the enlarged car park for the school shall be submitted for approval, showing the provision of at least two wide disabled parking spaces, electric vehicle charging equipment and the provision of an emergency vehicle access gate to the new school.

Reason: In the interest of meeting the appropriate standards.

- (16) Further details of lighting and drainage within the site shall be submitted for approval prior to commencement.

Reason: To ensure a satisfactory development.

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

- (a) Brickwork -
- (b) Render -
- (c) Windows;
- (d) Doors;
- (e) Roof finishes;

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.

- (18) A scheme of mechanical services and any associated sound insulation measures shall be submitted to the Local Planning Authority for approval. The services and insulation shall be designed so that noise from the premises shall be at least 10 dB(A) below the measured background noise level at the nearest noise sensitive premises. The approved measures shall thereafter be implemented in full.

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

**INFORMATIVES:**

None Specified

Any person wishing to inspect the above papers should contact Neil McClellan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5243