

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

22 October, 2015

**15/3161**

## SITE INFORMATION

**RECEIVED:** 22 July, 2015

**WARD:** Wembley Central

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Ark Elvin Academy, Cecil Avenue, Wembley, HA9 7DU

**PROPOSAL:** Demolition of existing buildings on site and erection of replacement building to accommodate a three storey 9FE secondary school for 1750 pupils (1350 11-16 year old and 400 post 16) with associated car parking, servicing and circulation space, Multi Use Games Area, All Weather Pitch, games areas and other hard and soft landscaping, together with the diversion of Public Right of Way (PROW) No.87

**APPLICANT:** Kier Construction

**CONTACT:** Nicholas Hare Architects LLP

**PLAN NO'S:** Refer to Condition 2

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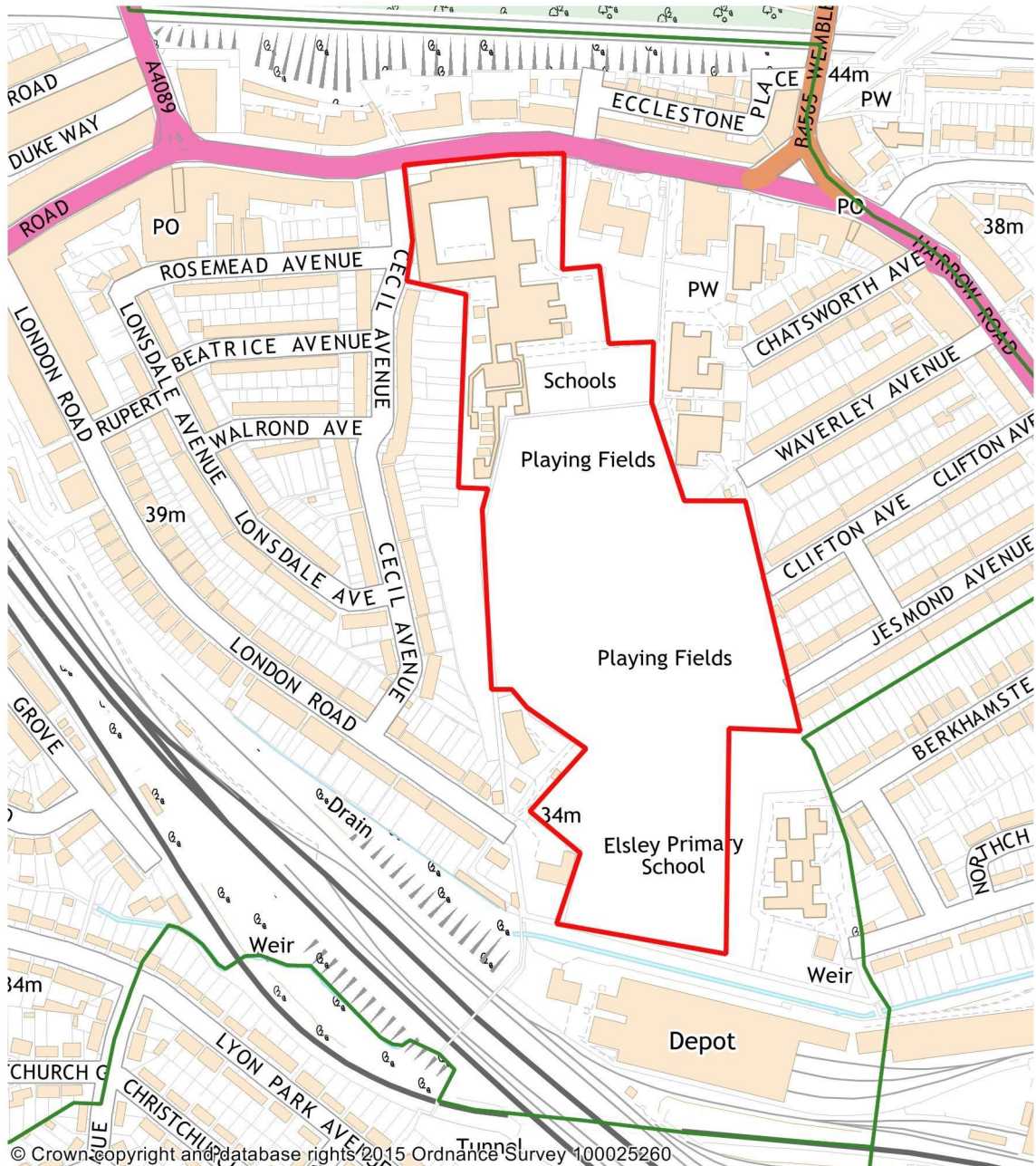
# SITE MAP



## Planning Committee Map

Site address: Ark Elvin Academy, Cecil Avenue, Wembley, HA9 7DU

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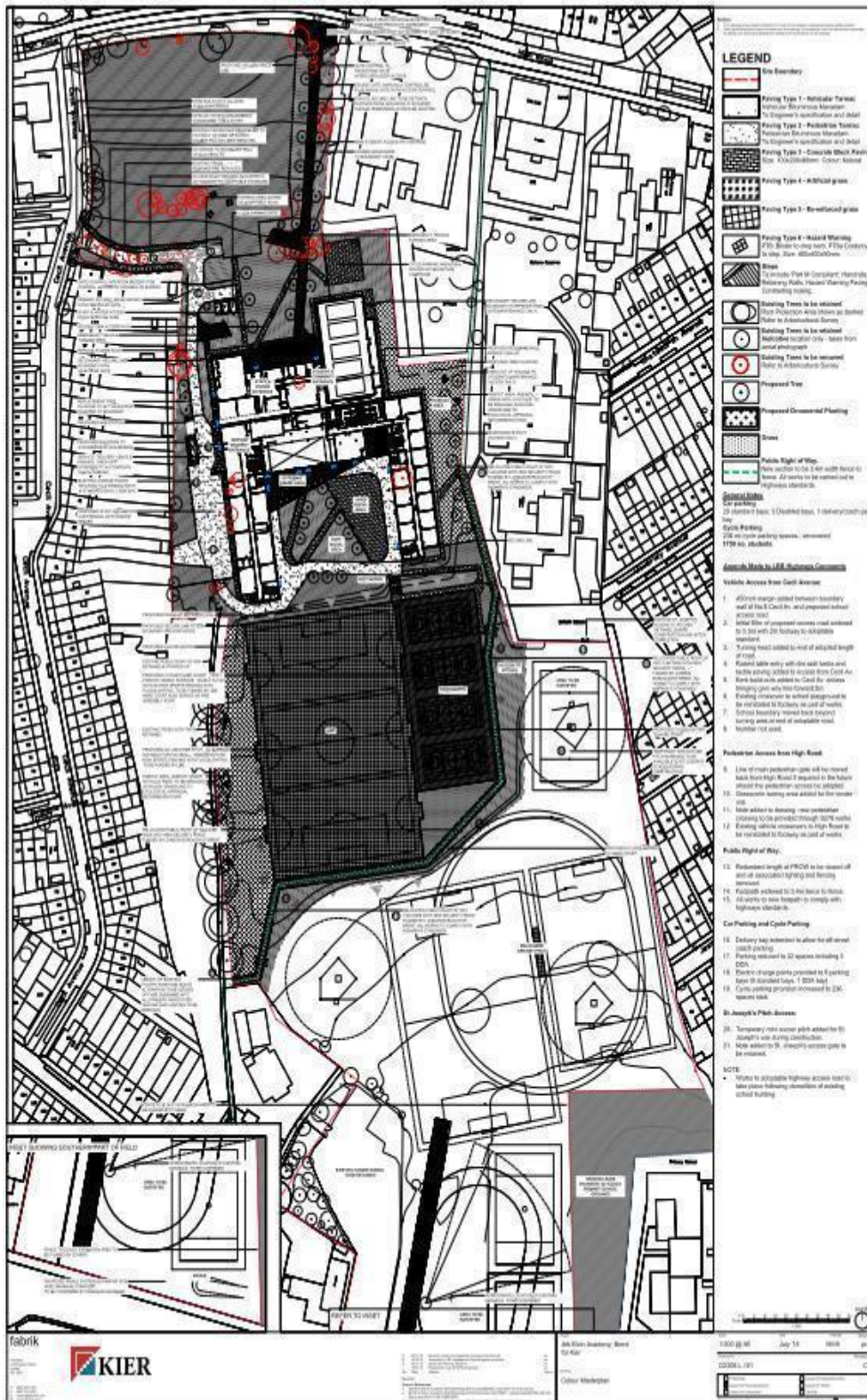


This map is indicative only.

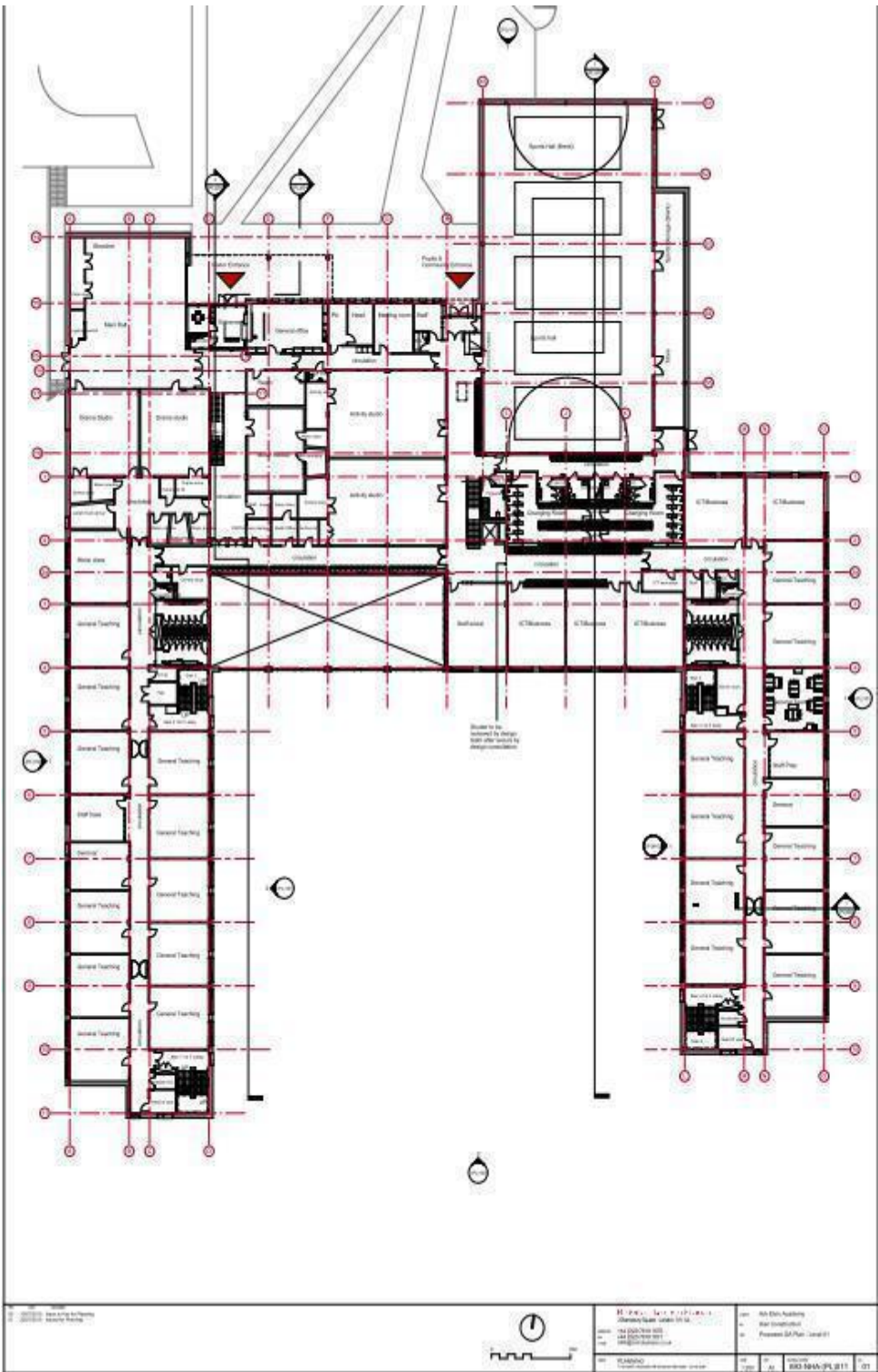
# SELECTED SITE PLANS

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## Site Layout Plan



**Level 01 Floor Plan**



**Proposed North and South Elevations**



- 1. All elevations are shown in perspective.
- 2. All elevations are shown in color.
- 3. All elevations are shown in black and white.
- 4. All elevations are shown in grayscale.
- 5. All elevations are shown in high contrast.
- 6. All elevations are shown in low contrast.
- 7. All elevations are shown in high resolution.
- 8. All elevations are shown in low resolution.
- 9. All elevations are shown in high quality.
- 10. All elevations are shown in low quality.



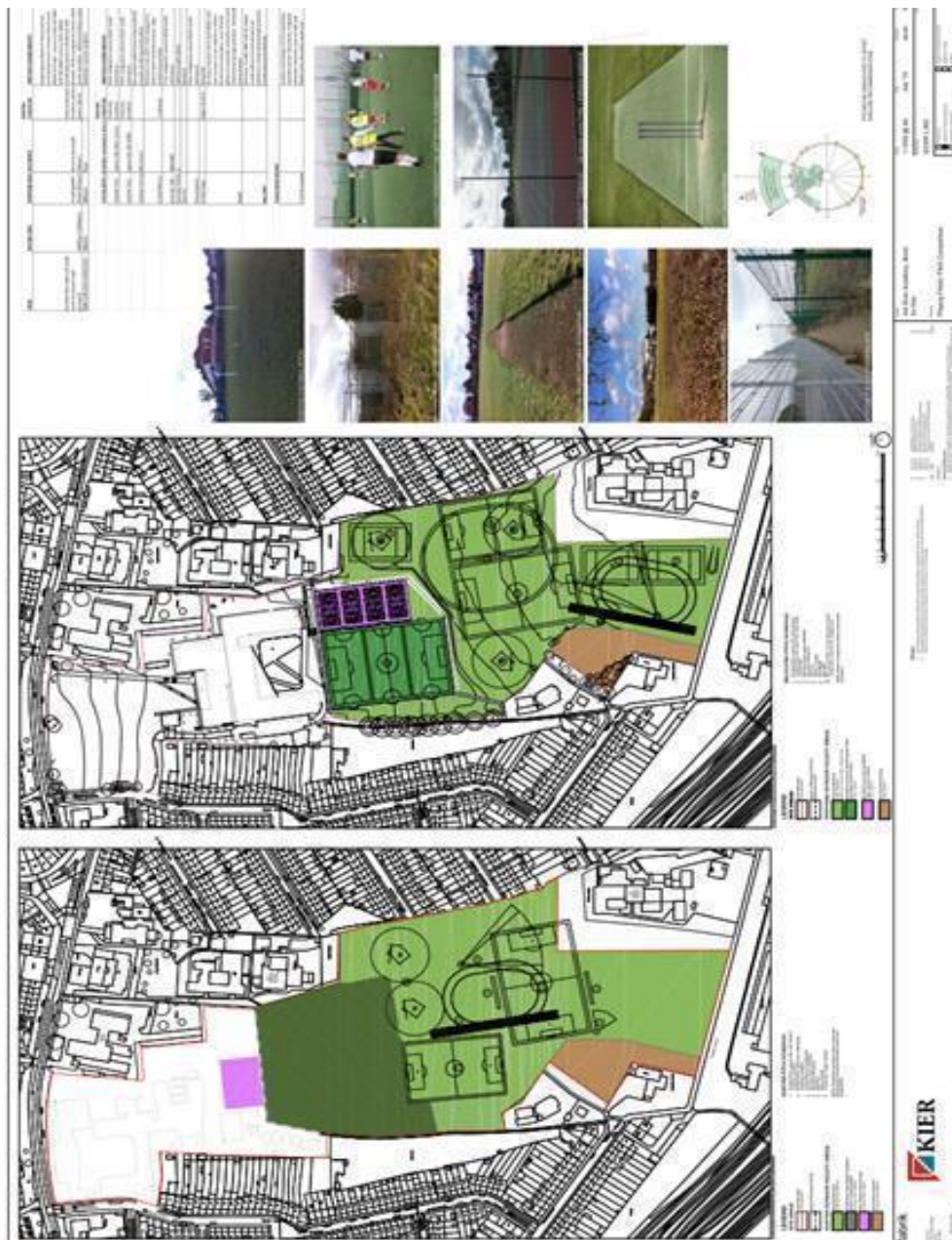
<p>Project Name: [REDACTED]</p> <p>Project Address: [REDACTED]</p> <p>Project City: [REDACTED]</p> <p>Project State: [REDACTED]</p> <p>Project Zip: [REDACTED]</p>	
<p>Architect: [REDACTED]</p> <p>Architect Address: [REDACTED]</p> <p>Architect City: [REDACTED]</p> <p>Architect State: [REDACTED]</p> <p>Architect Zip: [REDACTED]</p>	<p>Scale: 1/8" = 1'-0"</p> <p>Date: [REDACTED]</p> <p>Sheet: [REDACTED]</p>

**Aerial view**



Architectural Drawing	Project Name	Drawing No.	Scale	Date	Author
					Checked
Project Manager	Client Name	Project Location	Project Status	Project Start	Project End

## Playing Field Comparison



## RECOMMENDATIONS

Grant Consent, subject to the conditions set out in the Draft Decision Notice.

### A) PROPOSAL

Demolition of existing buildings on site and erection of replacement building to accommodate a three storey 9FE secondary school for 1750 pupils (1350 11-16 year old and 400 post 16) with associated car parking, servicing and circulation space, Multi Use Games Area, All Weather Pitch, games areas and other hard and soft landscaping, together with the diversion of Public Right of Way (PROW) No.87

### B) EXISTING

The application site comprised Ark Elvin Academy (formally known as Copland Community School). The school was converted into an Academy in September 2014. It is a mixed secondary school with a language specialism. The existing school roll currently totals 997 pupils, but has capacity for 1,600 pupils.

The site is 8.44 hectares and is located on the junction of Wembley High Road and Cecil Avenue. The existing school buildings are located at the northern end of the site facing onto the High Road. The southern end of the site contains grass playing fields, a hard surface games court and area of hard standing. There is an existing Public Right Of Way (PROW) - No. 87, that runs through the site from Wembley High Road to London Road. The PROW separates the school buildings from the playing fields.

The site abuts residential rear gardens to the east and west on Cecil Avenue, Clifton Avenue and Jesmond Avenue. It also abuts Brent House and St Joseph's Junior School to the east and the allotments behind Cecil Avenue to the west together with Wembley Youth Centre off London Road to the west. Elsley Primary School is located to the south eastern end of the site.

The site is located within the Wembley Growth Area and forms part of Site W5 set out in the Wembley Area Action Plan. It is not located within a conservation area nor does it contain any listed buildings.

## C) AMENDMENTS SINCE SUBMISSION

During the course of the application, the following amendments have been made to the proposal:

- Public Right of Way to be realigned to border the eastern end of the MUGA and widened to 3.4m
- Initial 60m of the proposed access road to be widened to 5.5m with 2m footway with turning head access to access road
- Car parking spaces reduced to 32 including 3 wheelchair accessible bays
- Cycle parking increased to 236 spaces
- Electric Vehicle Charging points increased to 4

## D) SUMMARY OF KEY ISSUES

**Land Use and Nature of Application:** This application seeks full planning permission for demolition of existing buildings on site and erection of replacement building to accommodate a three storey 9FE secondary school for 1750 pupils (1350 11-16 year old and 400 post 16) with associated car parking, servicing and circulation space, Multi Use Games Area, All Weather Pitch, games areas and other hard and soft landscaping, together with the diversion of Public Right of Way (PROW) No.87. This is an existing school site and the principle is considered acceptable.

**Impact on neighbouring amenity:** The new building, as a result of its siting and layout within the school site in compliance with SPG17 guidance, will not adversely impact on the amenity of neighbouring occupiers.

**Landscaping and trees:** A number of existing trees within the school site will be retained including TPO trees along the western boundary. New trees and landscaping is proposed as part of the school redevelopment.

**Sustainability:** Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings however the proposed scheme is predicted to achieve BREEAM 'Very Good' which falls short of this target. It is considered given the benefits of the scheme to provide an improved education facility, provision of 'lean measures', 'clean measures' and provision for future installation of on-site renewables, the proposal can be supported.

**Transportation matters:** The application proposes 32 car parking spaces (including 3 disabled bays) with four EVCP. A service area has been provided for deliveries and coaches within the site. 236 cycle spaces are proposed, with areas being identified for future cycle parking. The scheme will secure highway improvement works including (i) a signalised pedestrian crossing on High Road in the vicinity of the proposed pedestrian boulevard entrance to the site (ii) The existing crossover for the school playground to be reinstated to footway, with the associated double yellow lines removed to allow further on-street pay and display bays to be created within the sheltered parking bay and (iii) the two existing crossovers onto High Road in the vicinity of the new pedestrian access to be reinstated to footway.

## E) MONITORING

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 (sqm)
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	0
Drinking establishments (2004)	0	0	0	0
Financial and professional services	0	0	0	0
General industrial	0	0	0	0
Hot food take away (2004)	0	0	0	0
Hotels	0	0	0	0
Non-residential institutions	14075	14075	-760	
Residential institutions	0	0	0	
Restaurants and cafes	0	0	0	
Shops	0	0	0	
Storage and distribution	0	0	0	

### **Monitoring Residential Breakdown**

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
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## **RELEVANT SITE HISTORY**

### **Relevant planning history**

**02/2699:** Full planning application for demolition of existing school buildings and erection of mixed-use commercial, residential and educational development comprising:

- (i) 28-storey and part 4-, 5-, 6-, 7-, 8-, 9-, 10-storey residential block (323 self-contained flats) with basement-level health & fitness club (Class D2), ground-floor level commercial (Class A1, A2 & A3) on High Road frontage and 270 two basement-level car-parking spaces;
  - (ii) 2 no. part 5-, 7-, 8- & 9-storey residential blocks (128 self-contained units in total) of affordable housing to the rear of this block;
  - (iii) 3-storey secondary school (including sports hall, swimming pool, performing arts and community hall uses);
  - (iv) formation of new vehicular access to Wembley High Road;
  - (v) construction of new, all-weather sports area;
  - (vi) alterations to existing footpath routes;
- together with associated external works comprising landscaping, improvement of playing fields and the construction of surface parking spaces, and subject to a Deed of Agreement dated 11/04/2006 under Section 106 of the Town and Country Planning Act 1990 (as amended)

**Granted, 11/04/2006.**

## **CONSULTATIONS**

**Consultation Period: 17/08/2015 - 07/09/2015**

**Site Notices displayed on Wembley High Road, Cecil Avenue, along the PROW, Jesmond Avenue and Clifton Avenue on 24/09/2015**

**Press Notice advertised on 27/08/2015**

### **Neighbour consultation**

1810 properties consulted - 10 objections received on the following ground:

Use of Jesmond Avenue as construction route for construction vehicles during the build of the new school.

Concerns are expressed on the following grounds:

- Frequency of heavy vehicles travelling along Jesmond Avenue during the day (6 days a week) for a long period - 3 years
- Residents on Jesmond Avenue will be negatively impacted upon by the construction traffic as a result of noise and pollution
- Existing parking problems on Jesmond Avenue and will be made worse by construction workers parking on the street
- Increased traffic congestion on Jesmond Avenue, the surrounding street and Harrow Road

- Children play outside on Jesmond Avenue
  - Large vehicles using Jesmond Avenue will lead to damage to the road which has recently been resurfaced.
  - Brent House should be considered as an alternative construction access route
  - Damage to the playing fields
- Query on how far the school building extends into the playing fields.
  - Query on whether the public have access to the playing fields after school hours
  - Playing field to remain open to the public as it has been for over 50 years. Current access from Jesmond ave, Clifton ave, London Road, Harrow Road (between Brent House and Elizabeth house)
  - What will happen to the land in front of the new school building (fronting Wembley High Road)
  - Will there be any additional infrastructure buildings/services to support the increase in new residents?
  - Is the entrance area of the school going to be as per the visuals, where there will be a grassed area right up to the public pavement, or are there other plans for this area?
  - Will the access at the top of Cecil Ave remain the same?
  - Will there be any access to the school via Cecil Ave?
  - What will the school opening and closing hours be?
  - Where will parking be provided
  - The proposal will have a large impact on the transport, buses especially, and traffic for local residents. -
  - Will residents be able to use the sports facilities which have been proposed.
  - Area of hardstanding at the south western end of the playing field is unauthorised development
  - Sporting facilities would cause noise, vandalism, litter etc from users. Residents already suffer these problems because of the Jackson Centre
  - Increase parking problems
  - Traffic (cars, cycle and people) would be unsafe for children in the catholic school

Comments have been received from St Joseph's Infant and Junior School setting out the following comments:

- Clarification sought on use of the playing fields for St Joseph's during construction and once the new school is built.
- Noise and dust from the building works
- Secure fencing needs to be provided
- Need to provide acceptable relationship between the new school buildings and St Joseph's

#### External Consultation

**Sport England** - Advised that the AWP and MUGA meet exception policy E5 and that conditions should be imposed to any forthcoming planning consent requiring the following: (1) community access, (2) playing fields and pitches to be laid out and construction in accordance with Sport England guidance and (3) artificial grass pitch playing shall be 3rd generation rubber crumb surface.

**Transport for London** - Requested further information to be provided on (1) level of car parking and car parking management plan, (2) undertake PERS audit, (3) Improved off road connectivity for pedestrians and cyclists, (4) increase cycle parking provision, (5) review trip generation and mode share, (6) catchment details on bus users and bus capacity requirements, (7) travel plan targets and mitigation, and (8) Delivery Service Plan and Construction Logistic Plan to be conditioned.

**Greater London Authority** - Confirmed that the Mayor does not need to be consulted on the application and that the Council may proceed to determine the application, without further reference to the GLA.

**The Environment Agency** - Confirmed that they do not need to be consulted.

**Network Rail** - Requested a risk assessment and method statement (RAMS) to be conditioned, and for trespass proof fencing should be erected along the southern boundary to prevent any unauthorised access to railway land.

**Wembley Central Ward Councillors** - no comments received.

**Tokington Ward Councillors** - no comments received.

**Wembley Hill Residents Association** - no comments received.

## Internal Consultation

**Transportation Unit** - There are no objections on transportation grounds to this proposal, subject to:-

- Funding of S278 highway works to provide a signalised pedestrian crossing on High Road in the vicinity of the proposed pedestrian boulevard entrance to the site;
- Diversion of the existing footpath across the site under S257 of the T&C Planning Act 1990 with removal of all redundant fencing and street lighting and construction of a new diverted public footpath/cyclepath across the school playing fields to a minimum fence to fence width of 3.4m along with replacement drainage and lighting under S38 of the Highways Act 1980;
- Submission and approval of a full School Travel Plan for the site within six months of construction works commencing;
- Submission and approval of amended site layout plans to show:-
  - (i) Realignment and widening of the initial 60m length of the proposed car park access road to provide a carriageway width of 5.5m, a margin of at least 450mm on the south side and a footway of at least 2m on the north side, a turning facility for commercial vehicles, relocation of the proposed gates clear of the initial 60m length of the access and 6m kerb radii onto Cecil Avenue with a raised entry table, tactile paving and kerb build-outs on the eastern side of Cecil Avenue to provide sheltered parking;
  - (ii) Reduction in the number of car parking spaces to 32 standard width spaces, plus 2-3 disabled parking spaces;
  - (iii) Provision of at least five electric car charging points, plus future cabling for a further four future points;
  - (iv) Increased bicycle parking provision totalling at least 236 spaces;
  - (v) Details of coach parking facilities within the site;
  - (vi) Closure and reinstatement to footway of all redundant footway crossovers to the site and amendments to associated waiting restrictions;
  - (vii) Details of access and turning arrangements for emergency vehicles along the proposed pedestrian boulevard from High Road, including resiting of the proposed gates to the southern end of the boulevard;
  - (viii) Widening of the fence-to-fence width of the diverted public footpath/cyclepath across the playing fields to 3.4m.
- Submission and approval of further details of external lighting.

**Landscape and Design Team** - Generally acceptable but opportunities should be sought to provide more interesting hard surface materials, more opportunities for tree planting and species within the habitat areas.

**Tree Officer** - Information submitted regarding the loss of trees acceptable but full details of tree protection statement and pruning works to be conditioned.

**Environment and Neighbourhood Services (Sustainability)** - Proposal currently falls short of carbon reduction targets but this is likely to be achieved if 'green' measures proposed.

**Environmental Health** - Conditions recommended to be secured in relation to external lighting, contaminated land and construction phase dust and noise

## **POLICY CONSIDERATIONS**

### National Planning Policy Framework

Paragraph 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

### Further Alterations to the London Plan 2015

- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy

5.9	Overheating and Cooling
5.13	Sustainable Drainage
6.1	Strategic Approach
6.9	Cycling
6.10	Walking
6.13	Parking

#### Brent's Core Strategy 2010

Objective 5 - meeting social infrastructure needs

CP7: Wembley Growth Area

CP18: Protection and Enhancement of Open Space, Sports and Biodiversity

CP19: Brent Strategic Climate Change Mitigation and Adaption Measures

CP23: Protection of existing and provision of new Community and Cultural Facilities

#### Brent's UDP 2004

BE4: Access for Disabled People

BE6: Public Realm - Landscape Design

BE7: Public Realm - Streetscape

BE9: Architectural Quality

BE12: Sustainable Design Principles

BE17: Building Services Equipment

EP2: Noise & Vibration

EP3: Local Air Quality Management

CF8: School Extensions

OS9: Dual Use of Open Space

TRN4: Measures to make Transport Impact Acceptable

TRN10: Walkable Environments

TRN11: The London Cycle Network

TRN22: Parking Standards - Non Residential Developments

PS12 - Non-Residential Institutions

#### Wembley Area Action Plan Adopted January 2015

WEM1: Urban Form

WEM3: Public Realm

WEM8: Securing Design Quality

WEM16: Walking and Cycling

WEM29: Community Facilities

WEM30: Decentralised Energy

WEM32: Urban Greening

WEM33: Flood Risk

WEM37: Sports Facilities

Site W5: Copland School and Brent House

#### SPG17 "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.

## **DETAILED CONSIDERATIONS**

### Introduction and existing site context

1. This application relates to the redevelopment of Ark Elvin Academy to provide a new secondary school that will accommodate 1750 pupils in nine Form Entry (FE) (1350 11-16 year old and 400 sixth form).
2. The redevelopment of the school is part of the Government's Priority Schools Building Programme (PSBP). The PSBP was launched in July 2011 and is procured by the Education Funding Agency (EFA) on behalf of the Department of Education. The PSBP aims to raise standards in education, through a combination of investment in buildings and ICT, to enable young people to fulfil their potential, and for staff to use their skills to best effect.

3. The site is currently occupied by two school buildings and a number of temporary buildings. The main school building up to three storeys in height, built around 1950 and located on the north and central area of the site. This building was extended with the additional of a two storey stand alone building to the south in around 1980. The modular and temporary accommodation is located to the south western corner of the site. The existing school buildings are in a poor state of repair, are known to contain asbestos and poorly configured on the site.

4. The remainder of the site contains hard playground areas, areas of hard standing, playing fields and landscaping to the south. There is an existing public right of way (PROW) linking London Road to High Road. The route runs through the school site dividing off the playing fields from the school buildings.

5. The site topography contains a notable fall across the site from North West to South East of approximately 16m.

### Policy Context

6. The site is located within the Wembley Growth Area and within the boundaries of Wembley Town Centre. It is subject to Site Specific Allocation (W5 - Copland School and Brent House) as set out in the Wembley Area Action Plan. This allocation specifies that the site should be used for a mixed use development on the High Road frontage with new/rebuilt school to the rear. Development of the school at the rear should accommodate, if possible, an additional form of entry on current capacity. W5 goes onto state that the scale of development near to Cecil Avenue should respect the adjacent suburban character, and access from Cecil Avenue to be limited to residential access only.

7. The new school is considered to follow the general principles of W5 as it is located further south within the site to allow the northern end to be redeveloped with a mixed use scheme in the future. The northern part of the site is shown as informal soft landscaping and it has not been included as part of the calculation for playing fields or outdoor external amenity space. The scheme provide sufficient formal and informal external play/recreational space within the remainder of the school site. This is discussed in further detail below. As such it is not considered that the proposal will compromise the future delivery of the northern part of the site for a mixed use development.

### Sitting and Design of the new school

8. As discussed above, the new school is to be located to the south of the existing main school building but does not extend further southwards of the temporary/modular buildings but it will extend over part of the existing playing field. The impact on the playing fields is discussed in further detail below. The overall footprint of the new school will be significantly less than the existing buildings which are dispersed throughout the site (proposed building footprint of 6,138sqm compared to existing building footprint of 7,626sqm). The consolidated built form will allow for improvement of open space within the school site that is currently fragmented as a result of the various buildings located within the site.

9. The new school building will be "H" shaped at the front with a 'U' shaped behind that contains a south facing courtyard. It will be two/three storeys at the front (northern end) with a part basement level, increasing to three storeys high wings at the southern end, due to the level changes across the site. The building is proposed with a flat roof. To provide a focal point to the main entrance, this element is proposed to be in brick with the school logo displayed above the ground floor roof. The sports hall, main hall and activity studios are located at ground floor level together with the main visitor entrance, pupil and community entrances. These entrances form the front of the site. The wings and upper floors contain classrooms. The service entrance is located from the internal access road on the western side of the new building.

10. Above ground level, the external facing elevations of the sports hall and main hall will be in metal composite cladding. The wings of the building will contain brick work at ground level and render on the upper floors. Section plans have been provided setting out how the render system prevents staining and algae growth including aluminium coping up stand is at roof level. The windows have been designed with fixed pane clear glass and opaque opening lights. A louver extract for ventilation is proposed for each window. The window design is considered acceptable. Full details of external materials are set out of the schedule of external finishes.

11. The elevations will be articulated with recessed windows at a depth of around 0.25m. The scale and massing, external materials and arrangement of the fenestration is considered appropriate for the new building which is designed for education purposes.

12. The roof of the main school building will have a number of plant equipment at roof level. These are concentrated within the middle of the building. Given that they are at roof level and set in from the edges of the building by at least 3.4m, views of the plant from neighbouring rear gardens and from the public highway will be limited. There is a need to provide safety railing along the edges of the roof. This is required for maintenance of the plant equipment and for the installation of potential future photovoltaic panels. It is considered the set in of 2.2m is sufficient to ensure the railings do not appear unduly prominent.

#### Relationship to new school building to neighbouring residential properties, St Joseph's School and Brent House

##### *Neighbouring residential properties*

13. Residential properties are located to the west of the site on Cecil Avenue. The new school building is located between 15m to 32m from the boundary with these residential gardens. A minimum distance of 52m between directly facing windows is proposed. Whilst SPG17 is a standard used for new residential buildings, it is considered to be a useful guide and it is noted that these distances significantly exceed the minimum requirement of 10m to the boundary with the rear garden and 20m between directly facing windows as set out in SPG17. It is therefore considered that the privacy of surrounding residential properties will not be adversely affected by the proposal.

14. SPG17 also requires new buildings to sit within a line drawn at 30 degree from rear facing habitable room windows of neighbouring properties (measured at a height of 2m above internal floor level) and to sit within a line drawn at 45 degrees from the boundary of the rear garden of neighbouring occupiers (also measured at a height of 2m above ground level). This is required to ensure that the proposal does not appear overbearing or result in a detrimental loss of light. Site Sections have been submitted with the application that show the new school building sitting well below both the 30 and 45 degree lines from the neighbouring residential properties and rear gardens on Cecil Avenue. As such it is considered that the height of the new building will not appear overbearing from the residential properties and rear gardens or result in a detrimental loss of light.

##### *Vehicular access and car park*

15. The vehicular access to the new school building is to be located on Cecil Avenue next to No. 9 Cecil Avenue. This access will serve the car park and service access to the new school. The access will also serve any new development to the north of the access road. It is recommended that new landscaping is proposed between the access road and boundary with No. 9 Cecil Avenue. Details of which will be secured as a condition to any forthcoming consent. It is noted that site allocation W5 limits the access from Cecil Avenue to residential use only. However, it is considered that the access to include the new school is justified and this is discussed further in the transportation section below.

16. The car park will adjoin rear gardens of properties on Cecil Avenue. It is located in the area where there were temporary school buildings. It is recommended that trees are planted along the rear boundary to provide a buffer. It is also recommended that a car park management plan is put in place to take into account both school and community users. Further details on the impact of the sports pitches on neighbouring amenity is discussed below.

##### *St Joseph's School*

17. The eastern wing of the new school building faces onto St Joseph's Infant and Junior Schools. A minimum distance of 15.5m is maintained to the boundary with St Joseph's Infant and Junior School. Cross section plans have been submitted to demonstrate that the new school building sits below the 30 degree line from windows within St Joseph's Infant and Junior Schools. As such it is considered that the height of the new building will not appear overbearing from the classrooms in St Joseph's Infant and Junior Schools or result in a detrimental loss of light.

##### *Brent House*

18. The northern and eastern end of the sports hall will not contain any windows. As such there will not be any overlooking to Brent House site, in the event that it is redeveloped in the future for residential purposes. Cross section plans have been submitted to demonstrate that the new school building sits below the 45 degree line from the boundary with Brent House. As such it is considered that the height of the new building will compromise the future redevelopment of Brent House.

## Indoor and Outdoor Sporting Facilities

19. Paragraph 74 of the NPPF has a presumption of protecting playing fields. Development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, is resisted unless it meets one of five exceptions set out by Sport England.

20. The existing school has playing fields to the south of the existing school buildings. The existing playing field area is 58400sqm. As the new school building is located further south into the site, this has resulted in a loss of playing field provision. The total loss of 9,153sqm.

21. A summary of existing and proposed sporting provision is set out below:

<b>Existing playing field Area</b>	<b>Existing Outdoor Sport Provision</b>	<b>Proposed Playing Field Area</b>	<b>Proposed Outdoor Sport Provision</b>
Grass playing field area – 56916sqm	<ul style="list-style-type: none"> <li>• Football Pitch – 100 x 64m (senior)</li> <li>• Football Pitch – 81 x 52m (U16)</li> <li>• Cricket Pitch x 2 – in disrepair</li> <li>• Running Track – 200/100m</li> <li>• Rounders' Pitches x 2</li> <li>• Shot Putt</li> <li>• Discus/Javelin</li> <li>• Cricket Net/Cages - derelict</li> </ul>	Grass playing field to be retained – 38492sqm	Football Pitch – 100 x 64m (senior) <ul style="list-style-type: none"> <li>• Football Pitch – 81 x 52m (U16)</li> <li>• Cricket Pitch</li> <li>• Running Track – 200/100m</li> <li>• Rounders' Pitches x 3</li> <li>• Shot Putt</li> <li>• Discus/Javelin</li> <li>• New MUGA</li> <li>• New AWP</li> <li>• Mini Soccer Pitch x 3 (one temporary during construction works for St Joseph's)</li> </ul>
Hard Court – 1484sqm		Floodlit AWP – 7730sqm	
		Floodlit MUGA – 3025sqm	
<b>Total – 58400sqm</b>		<b>Total – 49247sqm</b>	

22. It is considered that the proposed development is an improvement on existing sports facilities for the school users and the community. The outdoor facilities of the proposed development will greatly improve the quality and versatility of pitches on the site. The area to the north of the existing pitches which is sloped rough grassland, currently un-usable for sports, will be levelled off and new floodlit MUGA and AWP provided. These facilities will also be available for community use. The cricket cages and pitches which are currently derelict will be removed and a new cricket pitch provided. Existing pitches will be retained and re-orientated to meet Sport England guidance for alignment. The rationalisation of the pitch layout will allow for the addition of an Under 16 football pitch and rounders pitch.

23. Sport England have advised that whilst the proposal results in the loss of grass playing field land as a result of the location of the new school building, they are satisfied that the proposed all-weather pitch and the proposed MUGA meet the requirements of Sport England policy exception E5 which reads as follows:

*The proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields.*

24. Sport England have confirmed that they are supportive of the all-weather pitch and the proposed MUGA and pitch improvement works including the regrading/levelling of the south part of the playing field. However, they have advised that the loss resulting from the new school building, does not comply with any of Sport England's policy exceptions and as such Sport England is unable to expressly support this aspect of the development. They have requested that if the Local Planning Authority is minded to grant planning permission for the development that a number of planning conditions are required to be imposed relating to (1) community access, (2) playing fields and pitches to be laid out and construction in accordance with Sport England guidance and (3) artificial grass pitch playing shall be 3rd general rubber crumb surface.

### *Use of playing fields for other nearby schools*

25. St Joseph's Infant and Junior Schools and Elsley Primary School have existing arrangements to use the playing field during school hours. This arrangement will continue during the construction of the new school and once the new school is operating. It is recommended that a condition is secured requiring details of the areas and times of the playing fields to be available to St Joseph's Infant and Junior Schools and Elsley Primary School to be provided. This should be carried out in consultation with the schools.

### Community Access

26. London Plan Policy 3.16 requires that, wherever possible, the multiple use of social infrastructure should be encouraged. Policy WEM37 of WAAP supports the Council working in partnership with schools to make new or upgraded sports facilities available for the local community use out of school hours.

27. The sporting facilities within the new school will be able for use by the community, outside of core school hours. Indoor facilities include a five court Sports England indoor hall, two activity studios, four changing rooms including accessible facilities and community reception. External facilities include a new MUGA (multi use games area) and AWP (all weather pitch). The proposed hours include:

#### *Term Time*

Mon- Fri 18.00 to 21.00  
Sat: 08.00 to 21.00  
Sun: 08.00 to 17.00

#### *School holidays*

Mon - Fri: 08.00 to 21.00  
Sat: 08.00 to 21.00  
Sun: 08.00 to 17.00

28. Further details of the community access arrangements will be set out in a Community Access Plan to be secured as a condition to any forthcoming planning consent. The Community Access Plan should establish the range of facilities which will be made available, at which times and hours, establishing the means by which the facilities can be booked including a contact within the school and ensuring rates of hire comparable to similar local authority facilities. It will include a requirement to provide community access for a minimum of 30 hours per week. These hours are comparable with Ark Academy and Crest Academy which both provide community access to flood lit sport pitches.

### Sustainability

29. Achieving sustainable development is essential to climate change mitigation and adaptation. The most recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures and the London Plan policies within Chapter Five London's Response to Climate Change.

#### *Compliance with Brent policies*

30. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Development Statement has been submitted predicting the scheme will achieve BREEAM 'Very Good'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings.

31. The Sustainability Report advises that to achieve BREEAM 'Excellent' will require a resulting uplift in overall design, management and construction costs. To achieve a score of 70% for BREEAM Excellent, rather than 55% for BREEAM Very Good, there are a number of mandatory minimum requirements that must be achieved. These are significantly more onerous for BREEAM Excellent, in particular in relation to energy use and renewables. The current strategy for achieving BREEAM 'Very Good' together with the implementation of 'Lean' and 'Clean' energy reduction measures (discussed below), will result in the design of the new building targeting all mandatory 'Excellent' credits relating to energy efficiency but failing to achieve the standards in relation to Health and Wellbeing and Innovation.



32. The Sustainability Report advises that the cost uplift to go from BREEAM 'Very Good' to 'Excellent' is equivalent to the cost of providing two to three standard classrooms. This would affect the ability of the school to provide the education facilities needed for the number of pupils. Therefore on balance, whilst the scheme fails to comply with policy CP19, this harm is outweighed by the benefits of providing a new school with modern facilities and additional pupil places in the Wembley area. Policy 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement.

33. It is recommended that BREEAM 'Very Good' is secured as a condition.

34. Brent's Sustainability Checklist has been completed, that demonstrates that the scheme can achieve a score of 47.5%. This score falls marginally short of the target of 50%. Such a short fall is considered marginal and does not warrant a reason for refusal. It is recommended that a minimum score of 47.5% for the Sustainability Checklist is secured as a condition to any forthcoming consent.

#### *Compliance with Further Alterations to the London Plan 2015*

35. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by Further Alterations to the London Plan 2015 policy 5.2 Minimising carbon dioxide emissions part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

36. In summary, the proposal does not meet the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations as a carbon saving of only 19% is achieved (through lean and clean measures only). This shortfall is not considered significant to justify a reason for refusal and this is explained in more detail below.

- Lean measures

The building has been designed to have a low energy demand. This includes the orientation and form of the new building to minimise uncontrolled heating and cooling, and optimise daylight use. The building services are provided by passive means where possible, minimising the use of pumps, fans and heating.

- Clean measures

Clean and efficient plant and equipment is proposed. This includes low energy lighting, lighting controls, efficient boiler plant and controls, mechanical ventilation with heat recovery to also be installed.

- Green measures

On site renewables are not funded by the EFA therefore, at this stage, no on site renewables are proposed. However, the design has been future proofed for the installation of a PV array on the roof of the main building, which zones of the roof kept clear for future installation. Spare capacity is to be provided on the electrical infrastructure and LV cables are to be run and terminated at roof level for the future connection of a PV array. The Sustainability Officer has advised that the installation of PV panels is likely to increase the carbon reduction to around 35%.

37. In the majority of cases where there is a shortfall on the carbon emission reduction target, a carbon reduction offset is required such as a purchase of some form of green energy or funding for further green initiatives. In this case, given the benefits of the scheme to provide an improved education facility and that no alternative funding is available from the school, it is considered that no further contribution is secured.

38. It is recommended that a 19% improvement on Part L 2013 Building Regulations carbon is secured as a condition with a requirement that the LV cables are to be run and terminated at roof level to allow for the future connection of a PV array, should funding become available.

#### Environmental considerations

##### *Environmental Impact Assessment (EIA)*

39. Under the updated Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015, the scheme is considered to fall within the definition of development under Schedule 2

"Urban Development Projects" as it includes over 1 hectare of urban development which is not dwellinghouse development. Whilst an EIA screening opinion has not been submitted by the applicant, having regard to the characteristics of the development, its location and potential impact, it is not considered that the proposal requires an EIA. This has taken into account traffic related impacts (movement, safety and noise); contamination; ground and water quality; archaeology and architectural context; open space; ecology and nature conservation; and air quality. Each of these matters have been considered within the report and not considered to be detrimentally impacted upon by the development.

#### *Contaminated Land*

40. A Contaminated Land assessment and ground investigation has been submitted. Officers in Environmental Health have reviewed the reports and advise that there are some pending information related to ground gas which may alter the recommendations and remedial works proposed in the submitted assessments. Remedial works also need to be completed and validated. They have therefore recommended that a further assessment of the investigation data is required before conclusions are made as to whether or not remediation is required. This is to be secured as a condition together with a condition for verification information to be provided in the event that remediation is required.

#### *Air Quality*

41. The Air Quality Report has been reviewed by officers in Environmental Health. They have confirmed that they are satisfied within the findings and conclusions. This includes the need to control dust during construction works. Such a requirement will form part of the Construction Method Statement.

#### *Noise impact*

42. A Noise Impact Assessment has been submitted. This has considered design measures within the new school to ensure that a satisfactory internal environment is provided. The report also considers the impact of roof plant equipment on the amenities of neighbouring residential occupiers, in particularly those on Cecil Avenue. It discusses the noise impact from the flood lit pitches during out of school hours on neighbouring residential properties, and concludes that the noise levels associated with the external pitches is within the noise levels set out in the World Health Organisation's (WHO) Guidelines for Community Noise (1999) and BS 8233:2014 Guidance on sound insulation and noise reduction for buildings (replacing BS 8233:1999), providing acceptable noise levels for external areas for amenity space.

43. Officers in Environmental Health have reviewed the document and confirmed that they are satisfied within the findings and conclusions. Subject to the condition limiting the hours of operation, the noise impact of the sport pitches is considered acceptable. A further condition of approval will be that no music, public address system or any other amplified sound system shall be installed or used externally on the site without the prior written approval of the Local Planning Authority to limit potential for harm to local amenities. As advised above, it is recommended that a car park management plan is secured in relation to both school and community users setting out details of how the car parking spaces will be managed.

#### *External lighting*

44. Brent's UDP saved policy BE8 regarding lighting and light pollution considers lights and states that conditions can be used to control nuisance to residential amenity. Light pollution can occur as (i) sky glow, the visible glow around urban areas; (ii) glare, the brightness of a light source against a dark sky; and (iii) light trespass, light spillage beyond the boundary of the property on which the light is located.

Light levels are measured in lux, and are generally defined as follows: Direct sunlight: 100,000 - 130,000 lux; full daylight, indirect sunlight: 10,000 - 20,000 lux; overcast day: 1,000 lux; very dark day: 100 lux; twilight: 10 lux; deep twilight: 1 lux; full moon: 0.1 lux; moonless clear night sky: 0.001 lux; moonless overcast night sky: 0.0001 lux.

45. The degree of nuisance caused by lights is subjective. The Institute of Lighting Professionals have produced a document *Guidance Notes for the Reduction of Obtrusive Light GN01:2011* which defines environmental zones by their character. In this case, the site would fall within a category E4, a High District Brightness Area described as Town/city centres with high levels of night-time activity. The Guidance defines what may be considered Obtrusive Light, and prior to 23.00 hours, in a location with environmental zone E4 such as this site, this is defined as light trespass into windows of 25 lux. It should be noted that this site is located in a location with numerous streetlights on neighbouring roads and a degree of light spill will be inevitable.

46. The lighting strategy for the outdoor lighting (excluding the external playing pitches) includes a mixture of building-mounted and column-mounted as appropriate to ensure safe travel around the building and cycle ways. The lighting has an average illuminance of 20 lux.

47. To limit the light spill from the perimeter lighting, downlights will be provided to illuminate school paths only and minimise lighting to the façade. This will limit light trespass on to Brent House and Cecil Avenue. With the exception of safety and security lighting all site lights will generally be automatically switched off by a time clock between 23.00 and 07.00 hours. Safety and security lighting operating during these hours will comply with the ILE guidance for post-curfew lighting.

48. Officers in Environmental Health have reviewed the external lighting assessment. They have confirmed that they are satisfied within the findings and conclusions. It is recommended that full details of external lighting for the site together with a light spillage diagram setting out the lux levels are conditioned to any forthcoming consent. It is also recommended that the condition includes details of control mechanism and timings to accord with the general operational times.

#### *Sport pitch lighting*

49. The planning system aims to balance the interests of local amenity with the interests of achieving greater participation in sport and better healthy living. Given the limited hours of daylight in Britain in the winter, floodlighting is essential if the community is to make maximum use of the sporting facilities on this site. Modern floodlighting employs a number of technological devices which have resulted in improved performance with reduced light trespass and sky glow.

50. The All Weather Pitch (AWP) and Multi Use Games Area (MUGA) are both to be floodlit. The AWP is to be located a minimum of 59m from the residential gardens on Cecil Avenue. The allotments and trees along the boundary separate the AWP from the residential rear gardens. The AWP is proposed to be lit with flood lighting on columns achieving average illuminance of 100 lux. The MUGA is located a minimum of 66m from the residential gardens on Clifton Avenue. The MUGA is proposed to be lit with flood lighting on columns achieving average illuminance of 200 lux.

51. The External Lighting Assessment has analysed light spillage from the flood lighting. This indicates that a light spillage of less than 10 lux will occur on the facades of residential properties on Cecil Avenue and, Waverley, Clifton and Jesmond Avenue. This level of spillage is within the acceptable range of light trespass of 25 lux as set out in the guidance from the Institute of Lighting Professionals. The AWP will be screened from Cecil Avenue by existing trees. As the existing Public Right of Way that runs along the boundary with Cecil Avenue is to be relocated, the existing lamp columns along this boundary will be removed.

52. It is noted that the AWP will need to be increased to 120 lux to meet Sport England requirements for 5-a-side football. It is therefore recommended that a condition is secured for any forthcoming consent requiring updated details of the floodlighting to reflect the increased lux levels together with a light spillage diagram and timer controls for the floodlighting. It is also recommended that post-completion testing is secured by condition, to ensure the floodlights meet the expected performance levels set out in the submitted technical details and incorporating a mechanism for securing either further baffles/screens or reduced hours of operation.

53. Officers in Environmental Health have reviewed the external lighting assessment. They have confirmed that they are satisfied with the findings and conclusions relating to the flood lighting subject to a condition restricting the hours of operation.

#### *Construction Impacts*

54. There is a need to ensure that construction phase dust and noise are managed. Measures have been set out in the "Project Programmes and Statements" setting out measures to manage noise and dust associated with the construction and demolition works. Environmental Health have confirmed that they are satisfied with this approach. The highways consideration of the construction works is discussed in more detail below.

#### *Flood Risk and Sustainable Drainage*

55. The site is located within Flood Zone 1. The Environment Agency have confirmed that they do not wish to comment on the proposal.

56. Drainage proposals for the site, including details of the discharge of surface water from the entrance road/footpath areas at the northern end of the site into Cecil Avenue sewers and details of a sub-surface attenuation tank beneath the MUGA and a swale at the bottom end of the playing fields to hold water from the main school grounds before discharging into Wembley Brook, have been submitted. These measures will limit the total controlled discharge rates from the site.

#### Transportation considerations

57. The site abuts two roads. High Road is located to the front of the site and is a London distributor road and bus route. Cecil Avenue runs along the eastern end of the site and is a local residential access road. On-street parking & loading prohibited between 7am-7pm along High Road frontage. There are residents' parking/pay & display bays on Cecil Avenue frontage. Cecil Avenue is not heavily parked at night.

58. The site is located within Controlled Parking Zone "C" - 8am-6.30pm Mon-Sat (midnight on Wembley Stadium event days) and has excellent links to public transport (PTAL 6).

#### *Vehicle access to the new school*

59. Vehicle access to the new school is proposed via a new tarmac driveway from Cecil Avenue, directly adjacent to No. 9. The existing vehicular crossover on High Road will be removed. The existing crossover off Cecil Avenue for the school playground will also become redundant with this proposal. Transportation have requested that this needs to be reinstated to footway, with the associated double yellow lines removed to allow further on-street pay and display bays to be created within the sheltered parking bay. Such details will be conditioned to any forthcoming consent.

60. The new vehicular access from Cecil Avenue was originally proposed with no margin has been shown between the driveway and the property boundary at No. 9 Cecil Avenue. Transportation have advised as a minimum, the driveway needs to be realigned at least 450mm away from the property boundary at all points to protect the boundary wall from vehicular damage. It is recommended that a condition is secured showing the increased width of the margins which also accommodates a landscape buffer of 2m.

61. The proposed width of the driveway varies between 4.1m and 5.5m, increasing to 7.5m around the bend in the drive. Whilst these widths are acceptable for the school, the initial 60m length of the driveway is also likely to be required to access future development of the vacated area of the school site to the north and may therefore also be the subject of a request for adoption as public highway in the future. As such, to future-proof the design against potential increased use associated with access to the site to the north and to allow future adoption as public highway, the width must be increased to at least 5.5m, plus a 2m footway along its northern side. The site plan has been amended to provide the widened access road plus provision of a 2m footway along its northern side.

62. A turning head will also be required at the end of the adopted length of road, in the vicinity of the sharp bend in the driveway. Kerb radii of 6m, with a raised entry table and tactile paving, will be required at the junction with Cecil Avenue and again, the junction needs to be moved away from the immediate boundary with No. 9 to accommodate this. This has been provided on the revised site plan.

63. Sightlines from the access northwards are fine, but southwards will measure only 2.4m x 35m due to a bend in the road. This is only suitable for speeds along Cecil Avenue of about 25mph and to marginally improve visibility splays (particularly past cars parked along the kerbside), officers in Transportation have recommended that kerb build-outs be provided on either side of the access to allow the give way line to be brought forwards by 2m. These amendments have been carried out and shown on the updated site plan.

64. Finally, gates are not permitted on any length of publicly adopted highway, so if the initial 60m of the access road is to be adopted, then the access gates will need to be repositioned beyond the 90 degree bend into the site. The access gates have been relocated to meet this requirement and shown on the updated site plan.

#### *Pedestrian access*

65. For pedestrian access, a new 4m wide block-paved footpath with 2.4m wide gates set 4.5m from the highway boundary is proposed within a 14-18m wide strip of land, linking the main school entrance with High Road. This will provide an attractive, high-quality access into the site. To ensure that it has presence along the High Road, area for signage and landscaping along the entrance are recommended to be conditioned to

any forthcoming consent.

66. Potential occasional access by fire appliances along this route may also be required and the proposed use of 80mm thick blocks will provide a suitably robust surface.

67. This entrance will also concentrate pedestrian movement into and out of the site onto High Road at the eastern side of the site frontage. Transportation have advised that this will significantly alter the desire lines for pupils and visitors crossing High Road, particularly to and from the eastbound bus stop. Fewer pedestrians would therefore use the pedestrian crossing close to Cecil Avenue and a new pedestrian crossing is therefore required on the High Road in the vicinity of Ecclestone Place.

68. The two existing crossovers onto High Road in the vicinity of the new pedestrian access will also need to be removed and reinstated to footway as part of any highway works in this area. The highway works including the removal of the crossover and new pedestrian crossing will need to be conditioned to any forthcoming consent.

#### *Car Parking*

69. There are no specific parking standards for schools within the WAAP. Car parking allowances as set out in standard PS12 of the adopted UDP 2004 for educational use are applicable. This permits one space per five staff, plus 20% for visitors.

70. With a total of 137 staff anticipated within the expanded school, up to 32 car parking spaces would be permitted. The scheme originally proposed provision of 45 standard width spaces within the site. This exceeded car parking standards and was raised as a concern by both Brent Transportation Officers and TfL. A revised site layout plan has been submitted providing a reduced provision of 32 car parking spaces. The reduced provision of car parking is considered acceptable, following the targets of staff travelling to school by car in the Travel Plan and reflecting the high accessibility levels of the site.

71. Standard PS15 requires at least 5% of spaces to be widened and marked for disabled drivers and at least three spaces are therefore required. The scheme originally proposed two widened spaces in the small car park close to the building entrance. The proposed provision was considered insufficient and the site plan has been amended to provide 3 widened and marked parking spaces for disabled drivers. The level of disabled parking is now considered acceptable. It is recommended that a car park management plan is conditioned to any forthcoming consent that will provide details of how the car park will be available for staff and community access.

72. In line with London Plan policy 6.13 'Parking', a minimum of 10% of the spaces should be provided with electric vehicle charging points (EVCP) along with a further 10% passive provision. Based on the provision of 32 car parking spaces, 4 active and 4 passive spaces are required. This has been shown on the updated site plan, and it is recommended that further details of these are conditioned to any forthcoming consent.

#### *Cycle parking*

73. Standard PS16 requires at least one bicycle parking space per eight staff/students, giving a total requirement for 236 spaces. Only 80 spaces have been indicated within a secure compound, which falls well short of the minimum requirement and thus needs to be increased significantly.

74. The site plan has been amended to provide cycle parking area to accommodate 236 spaces. In principle, this is considered acceptable, but further details are recommended to be conditioned including details of the design of the cycle stands and covered shelter that they will sit within, together with a separate cycle area for staff cycle parking.

#### *Servicing and coach parking*

75. Servicing for the new school is proposed to take place within an 11m x 3.5m lay-by on the car park access road, adjacent to the proposed delivery entrance doors and bin store on the western side of the building. Adequate space is then available for service vehicles to turn within the car park and leave the site in a forward gear, although a secondary emergency vehicle grasscrete turning area is also shown close to the main school entrance.

76. The school currently attracts occasional visits from coaches for school trips and these have been observed to obstruct the bus lane on Wembley High Road. Transportation have advised that off-street

parking provision for coaches must be provided within any redevelopment proposals for the school to ensure that the public highway is not obstructed when coach trips are organised. The agent has confirmed that coaches will travel down the main car park area and use the service bay as a parking area and the refuse turning head in the South West corner of the building. The revised site layout plan has extended the service areas to accommodate coach parking.

77. It is recommended that a Delivery and Service Plan are conditioned to any forthcoming consent.

### *Transport Impacts*

78. The scale of the school is sufficient to have a potentially significant impact on local transport networks and a Transport Assessment has therefore been prepared by Sanderson Associates and submitted with the application, in accordance with Policy TRN1 of the UDP.

79. This has examined existing modes of travel to and from the school by pupils and staff, based upon surveys undertaken in March 2015 to inform a future Travel Plan for the school. This shows an average of 4% of existing pupils travelling by car alone, with a further 5% car sharing. An average of 62% travel by bus, 6% by rail/tube, 22% walk and 1% cycle. These results demonstrate a low proportion of children travelling by car.

80. Staff travel survey results showed 22% of staff travelling by car, with 57% by bus, 16% by rail/tube, 4% walking and 1% cycling, which also shows a lower dependence on car use amongst staff than many other schools in the Borough.

81. The school roll currently totals 997 pupils, and if modal shares are maintained at their existing levels, then an additional 49 car trips (98 two-way movements) could be expected to be generated in each peak hour on the local road network by an increase in pupil numbers to 1,750, with 7 additional vehicular trips generated by staff.

82. However, the school already has capacity for 1,600 pupils, but is currently operating well below its potential - probably largely because of the poor condition of the buildings. Applying existing modal share figures, the difference between car trip numbers between the existing school (operating at its maximum capacity) and the new school would total just 10 pupil trips and 3 staff trips. Furthermore, it is noted that the school roll has totalled 1,906 pupils as recently as 2006.

83. As such, with the new school building increasing current capacity by just 9% and with the existing school having operated beyond the proposed capacity of the new school in the past, the impact of the proposal is considered to be negligible in terms of traffic generation when considered in a historical context.

84. The alterations to the access points into the school will alter movements around the site and comments on the associated site layout have been provided below. In terms of traffic movements though the relocation of all parking onto the western side of the site, with access from Cecil Avenue (rather than directly from High Road) could potentially increase turning movements at the Cecil Avenue/High Road priority junction. In contrast, the repositioning of the pupil entrance onto the High Road (away from Cecil Avenue) would reduce the likelihood of parents dropping children on Cecil Avenue. Officers in Transportation have advised on the whole, these factors are considered likely to cancel each other out to a large extent, so further analysis of the impact of the proposal on the operation of the Cecil Avenue/High Road junction is not considered to be necessary.

85. The reduction in vehicular access points onto the heavily-trafficked High Road is also considered to be a positive benefit of the proposal, allowing a better pedestrian environment to be created along High Road and reducing the potential for disruption to traffic flow on High Road.

86. The road accident history for the area has also been examined within the Transport Assessment, with data produced for the five year period from February 2010 to January 2015 for the area. This showed a total of 17 personal injury accidents at or close to the junction of High Road/Cecil Avenue (of which six involved pedestrians) and a further six at or close to the junction of High Road/Ecclestone Place.

87. Transportation have advised that the accident rate in the vicinity of the proposed vehicular and pedestrian entrances to the school is not sufficiently high to give any serious cause for concern at the current time, subject to the provision of the crossing facilities on the High Road referred to above.

88. In terms of non-car access, an audit of footway conditions along High Road has been included in the

Transport Assessment, which has identified potential benefits to increasing footway widths in some areas and in removing street clutter. However, it has not considered the more pertinent benefits of ensuring good pedestrian crossing facilities are provided close to the new pedestrian entrance to the school (as mentioned above) and of maximising the future use of the diverted footpath across the site by pedestrians and cyclists travelling to and from the school from the Tokyngton Avenue and Ealing Road areas.

89. No further consideration has been given to impact on bus and tube services in the area from this expansion. Transport for London have advised that the increase in pupils/staff to the school may result in the need for a contribution to be provided towards bus capacity enhancements. They are reviewing this amount but this has not to date been confirmed to officers. This matter will be reported in a supplementary report.

#### *Travel Plan*

90. To help to mitigate future impact, a draft School Travel Plan has been submitted with the application for the 2014/15 academic year. There is no record of any Travel Plan having been produced for the school in recent years and as such, the school has not had any recent engagement with Brent's School Travel Planning officers.

91. The Travel Plan will aim to increase walking, cycling, public transport use and car sharing to the school, in order to increase the health and independence of pupils and staff. Initial actions are to include provision of bicycle parking and showering facilities, promotion of car sharing initiatives amongst staff and parents, identification of opportunities for "park & stride", provision of personalised travel plans for staff and promotion of the health benefits of sustainable transport through provision of information and promotional days.

92. A Travel Plan co-ordinator has been identified and the Travel Plan is proposed to be monitored annually.

93. However, the Travel Plan in its current state is very short on detail and has not fully taken into consideration the potential implications and opportunities arising from the school expansion and amended access arrangements. It is also very limited in terms of the measures suggested and does not set out clear and measurable targets for future years.

94. As such, further work is required to the Travel Plan to bring it up to an acceptable standard and allow it to be registered on TfL's STARS accreditation system. A condition is sought requiring the submission and approval of a revised document prior to occupation which should be developed in consultation with Brent's school travel planning team.

#### Relocation of the Public Right of Way

95. The proposed school building is proposed to extend over an existing public footpath through the site, which links London Road and High Road. It is therefore necessary to divert the footpath onto a new alignment across the school playing fields to the south of its existing route. Consent is required under S257 of the Town & Country Planning Act 1990. S257 of the Town & Country Planning Act 1990 for the stopping up or diversion of footpath in order to allow development to take place in accordance with planning permission. It is a separate process to this planning application and requires consultation to be carried out on under the Order to stop up or divert the footpath by the Local Authority. However, in addition, the stopping up and diversion of the footpath is a material consideration in the assessment of the planning application and this is discussed below:

96. The revised footpath alignment indicated on the submitted plans which retains the same end points to the footpath and indeed marginally reduces the overall length of the path.

97. On this basis, the proposal is broadly acceptable. The existing path is adopted as highway and maintained at public expense though, so will need to be partly closed up and all associated redundant lighting and fencing removed. Whilst for the majority of its length, this will be done anyway as part of the construction works there is a length of future redundant footpath beyond the application site boundary that passes along the eastern edge of an existing allotment site. All lighting and fencing along this length will also need to be removed as part of the footpath works and it is suggested that the footpath is then subsumed into the allotments.

98. With regard to the new footpath, this is shown to a width of 2.4m between fences. Whilst suitable for pedestrians, this width would not be sufficient allow safe shared use by cyclists, as suggested in the accompanying statement. To facilitate future use as a (lightly trafficked) shared footpath/ cyclepath, it will be necessary to set the fences along either side of the route back by 500mm to give an overall fence-fence width

of 3.4m, thus reducing the likelihood of cyclists catching handlebars in the fencing and also providing space for the siting of street lighting columns. This amended will form part of a condition to any forthcoming consent.

99. At present, the restricted width alongside Brent House would prevent the route being opened to cyclists, but redevelopment proposals are in the pipeline for that site, which would then allow the width to be increased along the entire length of the route. All works to construct the new footpath and lighting will need to be carried out under a S38 Highways Agreement to ensure construction complies with highway standards. This will be secured as a condition to any forthcoming consent.

100. Lighting for the diverted footpath is stated as matching existing provision, which for reference involves provision of columns at approximately 25m spacings. Further details will need to be developed and approved as a condition of any planning consent.

101. The Public Right of Way will also need to be diverted during the construction of the new school for a temporary period. This will form part of the application under S257 of the Town & Country Planning Act 1990.

### Construction

102. An initial Construction Methodology Statement for the development has been submitted by the principal contractor with the application, setting out provisional arrangements for the anticipated two-year construction period, commencing January 2016. The redevelopment of the school will be carried out in three phases. Details of which are set out below:

#### *Phases 1 and 2*

103. Phase 1 involves site preparation works and includes erection of boundary hoardings and fencing together with construction site accommodation and welfare facilities. These will be provided within the existing playing fields. As a public footpath crosses the construction site, the first phase of the works involves the diversion of this path onto a temporary route, skirting the construction site. On completion of the works, the footpath will be provided along its proposed new route across the playing fields. Officers in Transportation have requested that lighting will need to be retained along any temporary route.

104. Phase 2 involves demolition the existing southern buildings. The school will operate during this phase in the existing northern building, with access remaining via the existing main school entrance on High Road. The new school building will be built as part of phase 2.

#### *Phase 3*

105. On completion of phase 2, the site accommodation and welfare facilities will be decanted and removed from site. All hoardings, fencing and haul roads will be removed and areas reinstated. This will occur at the end of 2017/early 2018. The school will decant from the North Building to the new school building in late 2017. Site hoardings will then be provided to the perimeter of the North Building to segregate the demolition works from the new school building and general public.

#### *Comments from Network Rail*

106. The site is located to the north of the railway line that is managed by Network Rail. They have requested a condition to be secured requiring a risk assessment and method statement (RAMS) to be provided. The RAMS is required to consider all works to be undertaken within 10m of the operational railway including any vibro-compaction machinery / piling machinery or piling and ground treatment works, and the approved RAMS shall thereafter in be place through the construction of the development. This is to ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway.

#### *Construction Vehicular Access Route*

107. For phases 1 and 2, most large deliveries will enter and leave the site via Jesmond Avenue and a temporary haul road with a 10mph speed limit across the existing playing fields into the site compound.

108. This access point has been agreed in association with Brent's Transportation Unit. Although an access directly from High Road would have been preferred to avoid taking deliveries along residential streets, this was not possible for logistical reasons, because of the need to keep the school in operation during



construction. Jesmond Avenue is considered to provide the next best option, as it keeps construction traffic away from the existing school entrance and Wembley town centre and providing the most direct route into the site from the North Circular Road via Harrow Road. Jesmond Avenue is wider than Clifton Avenue and has a yellow box junction with Harrow Road that allows for uninterrupted right turn access from Harrow Road. Delivery drivers will be informed of the need to keep to approved delivery routes.

109. A secondary access point will also be provided from Cecil Avenue using the existing crossover, but this will largely be used during the initial set up of the site hoardings and accommodation facilities.

110. The construction site is set well away from the highway boundary and all unloading of goods will be undertaken within the site, with material storage and welfare facilities also provided on site. As such, there is no need for any temporary loading bay to be provided on-street or for any temporary closure of footways around the site.

111. To minimise impact of the construction traffic along Jesmond Avenue, it is proposed for the following measures to be included in the Construction Methodology Statement:

- Deliveries will be pre-booked on a 'Just-in-Time' basis to ensure adequate space on site to accept deliveries and avoid queuing to enter the site.
- A gatesman will be stationed at the entrance with two-way radio communication with delivery drivers to ensure access into the site is managed efficiently.
- Unscheduled arrivals will be turned away if there is no room on site to accommodate them.
- Provision of a single yellow line to be provided along one side of Jesmond Avenue between 8.30am and 4.30pm on Mondays to Fridays. This will need to be secured as part of a temporary Traffic Order.
- Delivery times to be restricted to when the single yellow line is in place as set out above.

112. It is also confirmed that wheel washing facilities will be provided within the site, along with road sweeping on adjoining streets where necessary. On-site car parking facilities will be provided for staff, but they will nevertheless still be encouraged to car share, cycle and use public transport to minimise staff travel by car.

113. As such, officers in Transportation have advised that there are no particular concerns regarding the construction management arrangements, subject to the following of procedures relating to the temporary and permanent diversion of the footpath across the site to ensure it remains open and safe for the public to use at all times.

114. During phase 3, construction access will be provided from Wembley High Road. Full details of a Construction Methodology Statement and Logistics Plan are recommended to be conditioned to any forthcoming consent.

#### *Access to playing fields during construction*

115. During the construction of the new school, access to parts of the playing fields will be provided to pupils of Ark Elvin, St Joseph's and Elsley Schools. The Construction Management Plan shows the areas of playing fields available for use by the schools. It is recommended that a condition is secured setting out details of the arrangements of how the schools will have access to the playing fields during construction, the area of playing fields to be made available to the schools and boundary treatments to separate the playing fields from the construction traffic.

#### Ecology

116. The southern end of the site along the railway line is designated as a Site Nature Conservation Importance and a wildlife corridor. An ecology assessment has therefore been submitted. This concludes that the proposed development will not adversely affect the Site Nature Conservation Importance and the wildlife corridor.

117. None of the habitats on site were of particular ecological importance. However, due to the lack of green open space within the surrounding area, the areas of open semi-improved grassland and boundary trees have of local importance to nature conservation. It is recommended that these are retained and enhanced.

118. None of the habitats found on site were found to provide conditions likely to support protected species. The assessment advises that no further surveys are required.

119. It is recommended that details of landscape planting and maintenance of the grassland to incorporate the recommendations within the ecological assessment are conditioned.

#### Landscaping and boundary treatments

120. The scheme involves the loss of a number of trees within the site, located at the northern end of the site (around the existing school buildings) and along the boundary with No. 9 Cecil Avenue.

121. The remainder of the trees within the site will be retained. This includes the row of TPO trees along the eastern boundary with the allotments. A tree protection plan has been submitted and reviewed by the Tree Protection Officer. It is recommended that full details of tree protection are conditioned to any forthcoming consent.

122. A number of new trees are also proposed including a boulevard of trees along the pedestrian access to the site and within the car park. The southern end of the site will remain as grassland for playing fields. Habitat areas will be incorporated within the site and a swale system. The northern end of the site where the existing school buildings sit will be landscaped with grass and minimal landscaping, as this area of the site is allocated for future redevelopment. It is recommended that full details of proposed soft and hard landscaping are conditioned to any forthcoming consent.

123. Boundary fencing around the school will be retained and enhanced. New pedestrian and vehicular access gates are proposed at 2m high. Full details of the height, material and finish of all boundary fencing, gates, PROW boundary treatment and MUGA/AWP enclosures are recommended to be conditioned to any forthcoming consent.

#### Consultation

##### *Pre-application consultation event*

124. A consultation event was held by the applicant at the school on 15 July 2015. The event was attended by pupils, parents, staff and local residents. The event provided an opportunity for the attendees to see and discuss the plans, and they have changed and developed over time, and the opportunity to comment on the proposal prior to the formal planning application being submitted.

125. 37 people completed the questionnaire. 34 raised objections and 3 supported the proposal. A summary of the comments set out below:

- Well planned layout
- Queried what will happen to the vacant area where the existing school sits - will be sold for development
- School too large
- School should be built in same place
- No access to park
- Removes access for the public to the playing fields
- Jesmond Avenue affected by construction traffic
- No hard play areas provided - need to be increased for cricket and football use
- No access through Cecil Avenue

##### *Consultation during the planning application*

126. As advised above, public consultation has been carried out during the course of the planning application. 10 objections have been received. Details of objections are set out below:

<b>Objection/comment</b>	<b>Officer Comment</b>
Use of Jesmond Avenue as construction route for construction vehicles during the build of the new school. Concerns are expressed on the following grounds: <ul style="list-style-type: none"><li>• Frequency of heavy vehicles travelling along Jesmond Avenue during the day (6</li></ul>	Consideration of construction traffic using Jesmond Avenue has been discussed in paragraphs 107 to 114 above. A Construction Management Plan and Construction Logistics Plan will be conditioned to any forthcoming consent.  The Construction Management Plan is proposing to restrict delivery hours to 8.30am to 4.30pm on

<p>days a week) for a long period - 3 years</p> <ul style="list-style-type: none"> <li>• Residents on Jesmond Avenue will be negatively impacted upon by the construction traffic as a result of noise and pollution</li> <li>• Existing parking problems on Jesmond Avenue and will be made worse by construction workers parking on the street</li> <li>• Increased traffic congestion on Jesmond Avenue, the surrounding street and Harrow Road</li> <li>• Children play outside on Jesmond Avenue</li> <li>• Large vehicles using Jesmond Avenue will lead to damage to the road which has recently been resurfaced</li> <li>• Brent House should be considered as an alternative construction access route</li> <li>• Damage to the playing fields</li> </ul>	<p>Mondays to Fridays to correlate with the temporary single yellow line along one side of Jesmond Avenue</p> <p>The hours of construction are proposed to be within environmental health legislation. Measures such as a wheel wash facilities will prevent mud being displaced on the highway. Both these matters will be included in the Construction Management Plan</p> <p>Parking will be made available on site for construction works.</p> <p>The construction access route is proposed from the North Circular Road, along Harrow Road and into Jesmond Avenue. It is not proposed along High Road. Construction lorries are restricted with their deliveries times as set out within the Construction Management Plan</p> <p>Jesmond Avenue is a public highway that already has vehicles travelling along it.</p> <p>...</p> <p>Jesmond Avenue is a public highway and does already have large vehicles travelling along it such as refuse lorries. Any damage to the road will need to be reviewed by the Highways Maintenance Team. As part of the construction works wheel wash facilities will be in place to prevent mud being displaced onto the highway</p> <p>The proposed construction route from Jesmond Avenue is considered to be the most appropriate route given that the existing school needs to operate during the construction period.</p> <p>Access will be provided to parts of the playing field during construction works. Once the construction is completed, the playing field will be required to be made good and laid out for sporting facilities.</p>
<p>How the far the school building extends into the playing fields.</p>	<p>The new school building extends into the playing fields by around 33m. Details of the impact of the proposal on the playing fields is discussed in paragraphs 19 to 24 above.</p>
<p>whether the public have access to the playing fields/sporting facilities after school hours</p>	<p>Community access will be provided to the All Weather Pitch, Multi Use Games Area, grass pitch and indoor activity studios. Further details are discussed in paragraphs 26 to 28 above.</p>
<p>Playing field to remain open to the public as it has been for over 50 years. Current access from Jesmond Avenue Clifton Avenue, London Road, Harrow Road (between Brent House and Elizabeth house). The application should not be validated on this basis.</p>	<p>This matter does not impact on the validation of the application as a different ownership certificate does not need to be completed if there is a right of way.</p>
<p>What will happen to the land in front of the new school building (fronting Wembley High Road)</p>	<p>The land in front of the new school building will be landscaped as part of the school redevelopment. This area of land does form part of a wider site</p>

	<p>specific allocation for its redevelopment for a mixed use scheme fronting the High Road. Further details are discussed in paragraphs 6 and 7 above.</p>
<p>Is the entrance area of the school going to be as per the visuals, where there will be a grassed area right up to the public pavement, or are there other plans for this area?</p>	<p>As above.</p>
<p>Will there be any additional infrastructure buildings/services to support the increase in new residents?</p>	<p>This scheme does not propose new residential accommodation. As such no additional infrastructure/services are proposed. The access to the new school from Cecil Avenue has been designed to accommodate any redevelopment of the northern part of the site.</p>
<p>Will the access at the top of Cecil Ave remain the same?</p>	<p>The access to the top of Cecil Avenue will be made redundant and the crossover re-provided as footway. Please see paragraphs 59 to 62 above.</p>
<p>Will there be any access to the school via Cecil Ave?</p>	<p>The vehicular/service access to the new school is via Cecil Avenue. Further details are discussed in paragraphs 59 to 62 above.</p>
<p>What will the school opening and closing hours be?</p>	<p>The school building itself will not be restricted with hours of use. However, the MUGA and AWP will be restricted during evening and weekends to ensure that an acceptable level of amenity with neighbouring residential properties is maintained. This is discussed in paragraphs 42 to 43, and 49 to 53 above.</p>
<p>The proposal will have a large impact on the transport, buses especially, and traffic for local residents.</p>	<p>The traffic consideration of the school has been considered. This is discussed in paragraphs 78 to 89 above.</p>
<p>Where will parking be provided</p>	<p>Parking is provided via Cecil Avenue is a new car park along the eastern boundary. Further details are discussed in paragraphs 69 to 72 above.</p>
<p>Area of hardstanding at the south western end of the playing field is unauthorised development, and this should invalidate the planning application</p>	<p>Officers in the enforcement team have investigated this area of hardstanding and confirmed that as it is over four years old it is immune from any enforcement action.</p> <p>Concern has been raised that application should not have been validated on this basis but as the hardstanding is shown on existing &amp; proposed plans and is not unauthorised, this would not invalidate the planning application.</p>
<p>Sporting facilities would cause noise, vandalism, litter etc from users. Residents already suffer these problems because of the Jackson Centre</p>	<p>The sporting facilities will be subject to a community access plan and the hours of use restricted. The car park will also be subject to a car park management plan.</p>
<p>Increase parking problems</p>	<p>The car park standards meet policy requirements. The site is in an area of high public transport accessibility with controlled parking on neighbouring residential streets .A Travel Plan will also be secured as a condition. It is not considered that the proposal will result in increased parking problems.</p>
<p>Enabling works and re-locating temporary accommodation from the rear to the front of the site has taken place and this should invalidate the planning application</p>	<p>The enabling works including the relocation of the temporary classroom buildings do not constitute a material start of the works proposed as part of this planning application.</p>

	<p>The school has advised that the temporary buildings will be used as classrooms during the construction of the new school. Relocating the temporary classroom buildings and will require the benefit of a separate planning permission. This matter has been drawn to the applicant's attention in an informative. It does not invalid this planning application.</p>
<p>Traffic (cars, cycle and people) would be unsafe for children in the catholic school</p>	<p>Vehicular access is proposed from Cecil Avenue with existing vehicular crossover made redundant on High Road. Pedestrian and vehicular traffic is located away from St Josephs Infant and Junior School.</p>

### Conclusions

127. It is considered the application would provide significant benefits for the pupils of Ark Elvin Academy and for other Brent pupils with the increase in numbers; the provision of community access to the sporting facilities is also beneficial for Brent residents.

128. Accordingly, it is recommended that planning permission be granted, subject to conditions.

# DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

### DECISION NOTICE – APPROVAL

Application No: 15/3161

To: Ms Harrington  
Nicholas Hare Architects LLP  
3 Barnsbury Square  
London  
N1 1JL

I refer to your application dated 22/07/2015 proposing the following:  
Demolition of existing buildings on site and erection of replacement building to accommodate a three storey 9FE secondary school for 1750 pupils (1350 11-16 year old and 400 post 16) with associated car parking, servicing and circulation space, Multi Use Games Area, All Weather Pitch, games areas and other hard and soft landscaping, together with the diversion of Public Right of Way (PROW) No.87 and accompanied by plans or documents listed here:  
Refer to Condition 2  
at Ark Elvin Academy, Cecil Avenue, Wembley, HA9 7DU

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

#### Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework  
Further Alterations to the London Plan 2015  
Brent's Core Strategy 2010  
Brent's UDP 2004  
Wembley Area Action Plan Adopted January 2015  
SPG17 "Design Guide for New Development" Adopted October 2001

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

Built Environment: in terms of the protection and enhancement of the environment  
Environmental Protection: in terms of protecting specific features of the environment and protecting the public  
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation  
Transport: in terms of sustainability, safety and servicing needs  
Community Facilities: in terms of meeting the demand for community services  
Wembley Regeneration Area: to promote the opportunities and benefits within Wembley  
Design and Regeneration: in terms of guiding new development and Extensions

- 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):

693-(PL) 000 Rev 01 - Location Plan  
693-(PL) 001 Rev 01 - Block Plan

693-EXT-001 - Existing Lower Ground Floor Plan  
693-EXT-002 - Existing Ground Floor Plan  
693-EXT-003 - Existing Ground Mezzanine Plan  
693-EXT-004 - Existing First Floor Plan  
693-EXT-005 - Existing Second Floor Plan  
693-EXT-006 - Existing Lower Ground Floor Plan Sheet 1  
693-EXT-007 - Existing Lower Ground Floor Plan Sheet 2  
693-EXT-008 - Existing Lower Ground Floor Plan Sheet 3  
693-EXT-009 - Existing Ground Floor Plan Sheet 1  
693-EXT-010 - Existing Ground Floor Plan Sheet 3  
693-EXT-011 - Existing Ground Floor Plan Sheet 4  
693-EXT-012 - Existing Ground Floor Plan Sheet 5  
693-EXT-013 - Existing Ground Floor Plan Sheet 6  
693-EXT-014 - Existing Ground Floor Plan Sheet 7  
693-EXT-015 - Existing Ground Floor Plan Sheet 8  
693-EXT-016 - Existing Ground Floor Mezzanine Plan Sheet 1  
693-EXT-017 - Existing First Floor Plan Sheet 1  
693-EXT-018 - Existing First Floor Plan Sheet 2  
693-EXT-019 - Existing First Floor Plan Sheet 3  
693-EXT-020 - Existing First Floor Plan Sheet 4  
693-EXT-021 - Existing First Floor Plan Sheet 5

693-EXT-022 - Existing First Floor Plan Sheet 6  
693-EXT-023 - Existing Second Floor Plan Sheet A1  
693-EXT-024 - Existing Second Floor Plan Sheet 2  
693-EXT-025 - Existing Second Floor Plan Sheet 3  
693-EXT-026 - Existing Second Floor Plan Sheet 4

693-NHA-(PL) 006 Rev 01 - Existing GA Elevation - North and East  
693-NHA-(PL) 007 Rev 01 - Existing GA Elevation - South and West  
693-NHA-(PL) 008 Rev 01 - Existing GA Section - Site Sections

693-NHA-(PL) 010 Rev 02 - Proposed GA Plan - Level 00  
693-NHA-(PL) 011 Rev 01 - Proposed GA Plan - Level 01  
693-NHA-(PL) 012 Rev 01 - Proposed GA Plan - Level 02  
693-NHA-(PL) 013 Rev 02 - Proposed GA Plan - Roof

693-NHA-(PL) 100 Rev 02 - Proposed GA Elevation - North and South  
693-NHA-(PL) 101 Rev 02 - Proposed GA Elevation - East and East Courtyard  
693-NHA-(PL) 102 Rev 02 - Proposed GA Elevation - West and West Courtyard

693-NHA-(PL) 200 Rev 00 - Proposed GA Section - aa and bb  
693-NHA-(PL) 210 Rev 01 - Proposed GA Section - Site Sections

693-NHA-(PL) 301 Rev 01 - Visual: Aerial North East  
693-NHA-(PL) 302 Rev 01 - Visual: North West from Courtyard  
693-NHA-(PL) 303 Rev 01 - Visual: Main Entrance  
693-NHA-(PL) 304 Rev 01 - Visual: Main Entrance from Path  
693-NHA-(PL) 305 Rev 01 - Visual: Dining Hall  
693-NHA-(PL) 306 Rev 00 - Visual: LRC  
693-NHA-(PL) 307 Rev 01 - Sectional Perspective through Dining

693-NHA-(PL) 500 Rev 01 - Typical Bay Detail - Classrooms  
693-NHA-(PL) 501 Rev 01 - Typical Bay Detail - Main Entrance  
693-NHA-(SC)100-01 - Schedule of External Finishes

D2308.L.100 Rev A - Site Plan  
D2308.L.101 Rev C - Colour Masterplan  
D2308.L.102 Rev A - Access and Circulation Plan  
D2308.L.103 Rev A - Boundaries Plan  
D2308.L.104 Rev A - BB103 Areas Plan  
D2308.L.105 Rev B - Public Right of Way Relocation Plan  
D2308.L.200 Rev A - Combined Hard and Soft General Arrangement Plan

D2308.L.401 Rev A - Landscape Sections Sheet 1 of 2  
D2308.L.402 Rev A - Landscape Sections Sheet 2 of 2  
D2308.L.600 Rev A - Levels Plan Sheet 1 of 4  
D2308.L.601 Rev A - Levels Plan Sheet 2 of 4  
D2308.L.602 Rev A - Levels Plan Sheet 3 of 4  
D2308.L.603 Rev A - Levels Plan Sheet 4 of 4

693-(SK)-137 Rev 00 - Boundary conditions with ARK Evin Academy and St Joseph's Infant and Junior School  
693-(SK)-138 Rev 00 - Boundary conditions with ARK Evin Academy and St Joseph's Junior School  
693-(SK)-139 Rev 00 - Boundary conditions with ARK Evin Academy and St Joseph's Infant School  
693-NHA-(SK) 170 Rev 00 - Boundary conditions with ARK Elvin Academy and Brent House Plan  
693-NHA-(SK) 171 Rev 00 - Boundary conditions with ARK Elvin Academy and Brent House Section  
693-NHA-(SK) 172 Rev 00 - Boundary conditions with ARK Elvin Academy and Cecil Avenue Plan  
693-NHA-(SK) 173 Rev 00 - Boundary conditions with ARK Elvin Academy and Cecil Avenue Section



693-NHA-(SK) 176 Rev 00 - Boundary conditions with ARK Elvin Academy and Brent House and Cecil Avenue Photographs

D2308.L.902 Rev D- Playing Fields - Pitch Comparison  
D2308.L.903 Rev D - Playing Fields - Area Comparison

4.1.5.1 Rev B - Site Lighting Strategy  
V(41)000 Rev B - External Lighting Layout  
J4941/V(21)510 Rev B - Schedule of External Lighting Fixtures

34088-RUK-XX-00-DR-C-100 Rev P05 - Outline Surface Water Drainage Strategy Sheet 1 of 2  
34088-RUK-XX-00-DR-C-101 Rev P04 - Outline Surface Water Drainage Strategy Sheet 2 of 2  
34088-RUK-XX-00-DR-C-110 Rev P01 - Outline Foul Water Drainage Strategy Sheet 1 of 2  
34088-RUK-XX-00-DR-C-111 Rev P01 - Outline Foul Water Drainage Strategy Sheet 2 of 2  
34088-RUK-XX-00-DR-C-250 Rev P01 - Surface Water Manhole Schedule  
34088-RUK-XX-00-DR-C-251 Rev P01 - Foul Water Manhole Schedule

#### Supporting Statements

Air Quality Assessment prepared by MLM Consulting Engineers Ltd (Ref: 773026-REP-ENV-001 Rev 0) dated July 2015  
Preliminary Ecological Appraisal and Bat Scoping Survey prepared by MLM Consulting Engineers Ltd (Ref: 773025-REP-ENV-001 Rev 0) dated 10 July 2015  
Transport Assessment prepared by Sanderson Associates/Consulting Engineers Ltd (Ref: 8728/001/01) dated July 2015  
External Lighting Assessment Issue 2 prepared by Max Fordham dated 17 July 2015  
Sustainability Report prepared by Max Fordham dated July 2015  
Brent Sustainability Checklist  
BREEAM Assessment  
Arboricultural Impact Assessment prepared by Toombes Associates Ltd  
Design and Access Statement prepared by Nicholas Hare Architects dated July 2015  
Planning Statement prepared by Nicholas Hare Architects dated July 2015  
Surface and Foul Water Drainage Strategy (Ref: 61034088) dated 10 July 2015 prepared by Ramboll  
Noise Impact Assessment Rev A prepared by Max Fordham dated July 2015  
Phase II Geo-Environmental Assessment (Ref: C1884) prepared by HSP Consulting dated 14 March 2014  
Ground Investigation Technical Summary prepared by Jacobs dated April 2014  
Landscape CDM Risk Register dated 16 July 2015 prepared by Fabrik  
Outline Landscape Specification 9D2308-SP001 Rev A) dated July 2015 prepared by Fabrik  
Flood Risk Assessment (Ref: 61034088) dated 13 July 2015 prepared by Ramboll  
Construction Methodology prepared by Kier with updated plan of Site Constraints & Phasing at Commencement

- 3 The All Weather Pitch (AWP) and Multi Use Games Area (MUGA) hereby approved shall only be permitted to be used between 08.00-21.00 Mondays to Fridays, 08.00-21.00 Saturdays and 08.00-17.00 Sundays and Bank Holidays any floodlights associated with the two sports pitches shall be switched off within 15 minutes of these times and the pitch vacated. Within these time parameters, the floodlights shall only be switched on when the court is in active use. The development shall operate within these parameters unless otherwise agreed in writing with the local planning authority beforehand.

Reason: To ensure that the proposed use does not prejudice the enjoyment by neighbouring occupiers of their properties in respect of noise and light disturbance.

- 4 No music, public address system or any other amplified sound system shall be installed or used externally on the site without the prior written approval of the Local Planning Authority. Any proposed system(s) shall be submitted to and approved in writing by the Local Planning Authority prior to installation and thereafter only installed and operated in accordance with the details so approved.

Reason: To safeguard the amenities of the adjoining occupiers.

- 5 Vegetation clearance shall be undertaken outside of the nesting bird season (generally extends between March and September inclusive). If this is not possible then any vegetation that is to be removed or disturbed shall be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting, any works which may affect them are required to be delayed until the young have fledged and the nest has been abandoned naturally.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 (as amended).

- 6 Reference to the programme of works proposed as part of phases one, two and three of the development, shall be carried out in accordance with the phasing details set out within the Construction Methodology Statement, unless otherwise agreed in writing by the Local Planning Authority. The relevant phases are as follows:

Phase 1 - site preparation works including erection of boundary hoardings and fencing together with construction site accommodation and welfare facilities. These will be provided within the existing playing fields.

Phase 2 involves demolition the existing southern buildings and erection of new school building

Phase 3 - the site accommodation and welfare facilities to be decanted and removed from site. All hoardings, fencing and haul roads will be removed and areas reinstated. Site hoardings will then be provided to the perimeter of the North Building to segregate the demolition works from the new school building and general public.

Reason: In the interests of proper planning.

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

Reason: In the interests of highway safety.

- 8 No development shall take place, including any enabling works or works of demolition, until the Orders for the temporary and permanent diversion of the Public Right of Way (PROW) have been approved by the Council. The temporary diversion of the PROW shall be in place throughout the construction of phase **1 and 2** of the development, and the permanent diversion of the PROW shall be in place prior to the new school building being occupied.

Reason: In the interests of maintaining a safe public right of way.

- 9 The playing fields and pitches shall be constructed and laid out in accordance with the methodologies set out in the guidance note "Natural Turf for Sport" (Sport England 2011) and shall be made available for use before first use or occupation of the new school building hereby permitted.

Reason: To ensure the quality of pitches is satisfactory and they are available for use.

- 10 The artificial grass pitch playing shall be a 3rd generation rubber crumb surface constructed and laid out in accordance with the FA Third Generation Football Turf Guidance and shall be made available for use before first use of occupation of the new school building hereby permitted.

Reason: To ensure that the facility is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport.

- 11 No development shall take place, including any works of demolition, until an updated

Construction Method Statement and Construction Logistics Plan 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 best practical means available in accordance with British Standard Code of Practice BS5228-1:2009 shall be employed at all times to minimise the emission of noise from the site;
- (ii) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties shall only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays unless otherwise agreed in writing by the Local Planning Authority;
- (iii) Vehicular access to Jesmond Avenue to not be impeded with the provision of a single yellow line to run along one side of Jesmond Avenue;
- (iv) Restriction in the hours of deliveries to correlate to the restrictions on parking on Jesmond Avenue as detailed in (iii) above;
- (v) the parking of vehicles of site operatives and visitors;
- (vi) construction traffic routes to the development site
- (vii) loading and unloading of plant and materials;
- (viii) storage of plant and materials used in constructing the development;
- (ix) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (v) wheel washing facilities and schedule of highway cleaning;
- (xi) measures to control the emission of dust and dirt during construction;
- (xii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (xiii) School access during the construction phase (including servicing and delivery arrangements)

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

- 12 Prior to development commencing on site, a risk assessment and method statement (RAMS) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail. The RAMS shall consider all works to be undertaken within 10m of the operational railway including any vibro-compaction machinery / piling machinery or piling and ground treatment works, and the approved RAMS shall thereafter in be place through the construction of the development.

Reason: To ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway.

- 13 No works shall commence on site prior to a Tree Protection Plan and Arboricultural Method Statement being submitted to and approved in writing by the Local Planning Authority. These shall include method statements and plans which:

- (i) adhere to the principles embodied in BS5837:2012
- (ii) indicate exactly how and when the retained trees, hedges and shrubs on-site or off-site near the site boundaries will be protected during the construction phases;
- (iii) show root-protection zones;
- (iv) detail method of pruning works to retained trees

Provision shall also be made for supervision of tree protection by a suitably qualified and experience arboricultural consultant and details shall be included within the tree protection statement. No works shall commence on site until the Council's Tree Officer has been on site to inspect the protection measures and, the development shall be carried out strictly in accordance with the agreed details.

Reason: To ensure retention and protection of trees on the site in the interests of amenity.

14 (a) Prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report is subject to the approval in writing of the Local Planning Authority.

(b) Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use, unless the Planning Authority has previously confirmed that no remediation measures are required.

Reason: To ensure the safe development and secure occupancy of the site

15 (a) Prior to commencement of phase 1 construction works, details of the boundary fencing, pathway material and external lighting for the temporary Public Right of Way (PROW) shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details for the duration of the construction period.

(b) Within 6 months of commencement of phase 1 construction works, details of the boundary fencing, pathway material and external lighting for the permanent Public Right of Way (PROW) which shall be 3.4m wide throughout its length, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details prior to occupation of the new school building.

Reason: To ensure a satisfactory public access route.

16 Prior to commencement of building works above ground level, further details of the following external materials (with samples where appropriate to be pre-arranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority.

- Details of facing bricks including samples to be pre arranged to be viewed on site
- Details of the specification and colour of the window frames, doors and curtain walling
- Details of the finishing material and colour for render, cladding, louvres, parapets, cills, and railings

The works shall be carried out in full accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority.

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

17 Within six months of commencement of Phase 1, details of the colours and finishes for the means of enclosure together with details of the external surface for the AWP and MUGA to comply with the requirements of condition 10 above shall be submitted to and approved in writing by the Local Planning Authority. The AWP and MUGA shall be constructed in full accordance with the approved details prior to first occupation of the new school building.

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

18 A scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of Phase 2. The approved hard and soft landscaping shall be completed in full accordance with the approved details prior to the occupation of the new school or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

(a) Existing contours and levels and any alteration of the ground levels, such as grading,

cut and fill, earth mounding and ground modelling;

- (b) all planting including location, species, size, density and number incorporating native species.
- (c) details of the provision of artificial bird and bat boxes
- (d) areas of hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users
- (e) the location of, details of materials and finishes of, all street furniture
- (f) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

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 appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 19 (a) Within three months of commencement of works on phase 2, further details of the floodlighting for the AWP and MUGA to reflect the lux levels required by Sport England shall be submitted to and approved in writing by the Local Planning Authority. This shall include height and location of the floodlights, the specification, manufacturer, lux level, model, direction and the siting of each lamp, together with a light spillage plan showing any light spillage onto the residential rear gardens that adjoin the site. Thereafter the lights shall be installed and operated in accordance with the details so approved prior to installation.

(b) Prior to use of the floodlights, other than for testing purposes, post-completion testing results shall be submitted to and approved in writing by the local planning authority to demonstrate that the floodlights are in accordance with the approved lightspill and glare plot plans. If the results fail to demonstrate this, a mitigation strategy shall be submitted to and approved in writing by the Local Planning Authority that considers one or a combination of the following:

- (a) additional floodlight baffles/shielding;
- (b) alternative light designs;
- (c) revised light directions;
- (d) provision of partial lighting controls such that the option exists for lighting part of the pitch;
- (e) reduced hours of use

The mitigation measures shall be implemented in accordance with the approved details prior to first use.

The floodlights shall only operate in accordance with the approved details and no subsequent alterations to the floodlights shall be carried out without the prior written approval of the Local Planning Authority.

Reason: To ensure the normal operation of the floodlights does not cause light nuisance to nearby residents

- 20 Within 6 months of commencement of Phase 2, further details of external lighting for the site (excluding floodlighting which are detailed in the condition above) shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) height, location and direction of the lighting
- (ii) specification
- (iii) manufacturer
- (iv) lux level
- (v) model
- (vi) light spillage plan showing any light spillage onto the residential rear gardens
- (vii) timer control for the lighting to be arranged in such a manner that the external lighting is

switched on once it becomes dark with a time clock switching the external lighting off at the pre-set time in line with the following core operating times: 08.00-21.00 Mondays to Fridays, 08.00-21.00 Saturdays and 08.00-17.00 Sundays and Bank Holiday, or with any later times agreed within the Community Access Plan. The photocell shall also be used to switch the external lighting off should it become light prior to the pre-set time in order to save energy.

The development shall operate within these parameters unless otherwise agreed in writing with the local planning authority beforehand.

Reason: To ensure that the proposed use does not prejudice the enjoyment by neighbouring occupiers of their properties in respect of noise and light disturbance.

- 21 Within three months of the commencement of Phase 2, further details of the location of the external plant equipment and extract and supply ducts to the kitchen together with details of the design and material of any screening to the external roof plant equipment and extract and supply ducts following shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50) or manufacturer's literature.

The development shall be completed in accordance with the details so approved before the new school is occupied.

Reason: These details are required to ensure that a satisfactory development is achieved.

- 22 (a) Prior to commencement of Phase 1 construction works, details of school arrangements to the playing fields for use by Ark Elvin Academy, St Joseph's Infant and Junior Schools and Elsley Primary School, to be carried out in consultation with St Joseph's Infant and Junior Schools and Elsley Primary School, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- (i) areas of playing fields to be available
- (ii) hours and number of sessions during the week that the playing fields will be available for St Joseph's Infant and Junior Schools and Elsley Primary School
- (iii) access arrangements including details of security fencing around the playing field area to separate the playing fields from the construction traffic.

The approved access arrangements shall be implemented throughout the construction of the new school building.

- (b) Prior to first occupation of the new school building, details of school arrangements to the playing fields for use by Ark Elvin Academy, St Joseph's Infant and Junior Schools and Elsley Primary School, to be carried out in consultation with St Joseph's Infant and Junior Schools and Elsley Primary School, shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include items (i) and (ii) above.

The approved access arrangements shall be implemented on a permanent basis once the new school building is occupied, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide access arrangements to the playing fields by local schools.

- 23 Prior to the occupation of the new school building, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority in consultation with Sport England, and a copy of the approved agreement has been provided to the Local Planning Authority. The Plan shall allow for a minimum of 30 hours of community use each week with at least one day (or equivalent hours) at the weekend within the core hours of use of between 08.00-21.00 Mondays to Fridays, 08.00-21.00 Saturdays and 08.00-17.00 Sundays and Bank Holidays. The Plan shall include details of:

- (i) written notification to the local planning authority of the date of implementation of the Plan within 21 days of commencement;
- (ii) the facilities to be made available including: the AWP, MUGA, grass pitch, indoor sports hall,

activity studios and ancillary changing rooms and parking facilities  
(iii) access by non-school users/non-members and management responsibilities including the ongoing promotion of the availability of the facilities for community use including up-to-date information about this on the school website;  
(iv) rates of hire based upon and comparable with those charged at other public facilities;  
(v) terms of access;  
(vi) a mechanism for review after one year following implementation of the Plan

The approved Community Access Plan shall be brought into operation within 3 months of occupation of the new school 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 and other community facilities, to ensure sufficient benefit to the development of sport and to accord with local and regional policies for the maximum use of community facilities.

- 24 Prior to installation of the proposed substation, further details of external appearance and specification shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure the external appearance is acceptable and protects the amenity of adjoining residents.

- 25 Prior to occupation of the new school, further details of layout and external appearance of the refuse storage facilities shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure the external appearance is acceptable and protect the amenity of adjoining residents.

- 26 Prior to occupation of the new school, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include the management of staff car parking and community access outside of school hours. The car park management plan shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety.

- 27 Prior to occupation of the new school, a servicing and delivery plan for deliveries, refuse collection and coaches shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details.

Reason: In the interest of highway safety and the amenities of neighbouring occupiers.

- 28 Prior to occupation of the new school, further details for the provision of a minimum of 236 cycle spaces (which includes separate cycle parking facility for staff) together with details of how the cycle stands will be secure and covered, shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To ensure satisfactory level of cycle parking for pupils and staff.

- 29 Prior to occupation of the new school, further details of 4 spaces that will be provided with electric vehicle charging points and 4 spaces that will be provided with passive electric vehicle charging points shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sustainable modes of transport.

- 30 Prior to the commencement of the use of the new school buildings, a School Travel Plan of sufficient quality to score a PASS rating when assessed under Transport for London's ATTrBuTE programme (or any replacement thereof), 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.

On first Occupation of the new school building the Travel Plan shall be fully implement for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

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

- 31 Within 2 months of occupation of the new school building, a Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the development has met or exceeded the following:

- (i) Minimum 19% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;
- (ii) A requirement that low voltage cables are to be run and terminated at roof level to allow for the future connection of a photovoltaic array;
- (iii) Minimum BREEAM 'Very Good' rating
- (iv) Minimum score of 47.5% on Brent's Sustainability Checklist

If the review specifies that the development has failed to meet the above levels, compensatory measure shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

The approved Sustainability and Energy Strategies (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

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

- 32 (a) No development shall commence on site until a Training & Employment Plan has been submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following:

- (i) the details of the Training & Employment Co-ordinator;
- (ii) a methodology for meeting the Training & Employment Targets and the Training & Employment Reporting Schedule;
- (iii) a commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job

The approved Training and Employment Plan shall be implemented throughout the construction phases of the development for the lifetime of the construction of the Development.

(b) The new school buildings shall not be occupied until the Training & Employment Verification Report has been submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

- 33 Prior to commencement of the development, the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:



- (i) a signalised pedestrian crossing on High Road in the vicinity of the proposed pedestrian boulevard entrance to the site, together with any ancillary accommodation works or works to statutory undertakers' equipment arising as a result of these works.
- (ii) The existing crossover for the school playground to be reinstated to footway, with the associated double yellow lines removed to allow further on-street pay and display bays to be created within the sheltered parking bay.
- (iii) The two existing crossovers onto High Road in the vicinity of the new pedestrian access to be reinstated to footway as part of any highway works in this area.

The new school building shall not be occupied (or other timescales to be agreed in writing by the Local Planning Authority) until the above works have been completed to the satisfaction of the Local Highway Authority and have been certified in writing as being substantially complete by or on behalf of the local planning authority.

Reason: In the interests of highway and pedestrian safety.

- 34 Notwithstanding the details submitted under submitted plans otherwise approved, a revised site layout plan shall be submitted within 6 months of commencement of phase 1 which includes a 2m landscape buffer to the north of the vehicular access with No. 9 Cecil Avenue to accommodate a landscape buffer together with provision of 5.5m wide access road and 2m wide footway to the north

The approved access layout shall be fully implemented prior to first occupation of the new school building.

Reason: To provide safe access to the site and a sufficient set in from the boundary with No. 9 Cecil Avenue.

#### INFORMATIVES

- 1 An separate application shall be made under Section 257 of Town and Country Planning Act for the diversion of the Public Right of Way. This planning permission should note be implemented until the temporary and permanent diversion of the Right of Way has been approved.
- 2 The applicant is advised that the relocation of the temporary buildings on site or any new temporary buildings to be used during the decant of the school will require the benefit of planning permission, and is required to form part of a separate planning application.

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337