

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016
11
15/5240

SITE INFORMATION

RECEIVED: 2 December, 2015

WARD: Kenton

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

PROPOSAL: Expansion of current 2FE to 4FE primary school with associated landscape works and including:

1. Demolition of two classroom blocks, sports hall, toilet wing and staff room.
2. Construction of new 2 storey block providing 16 classrooms and associated spaces linking to existing building, new single storey providing 4 classrooms and associated spaces in SE corner of the site and a new larger sports hall.
3. Internal alterations and remodelling to main school building providing enlarged reception and main entrance, converting existing reception classrooms into new music/dance studio space and upgrading and remodelling of the existing kitchen and dining hall.
4. New incoming electrical connection
5. Provision of temporary classrooms and toilets for the duration of the works, including creation of services connections

APPLICANT: London Borough of Brent

CONTACT: Curl La Tourelle Architects

PLAN NO'S: Refer to Condition 2

LINK TO
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APPLICATION

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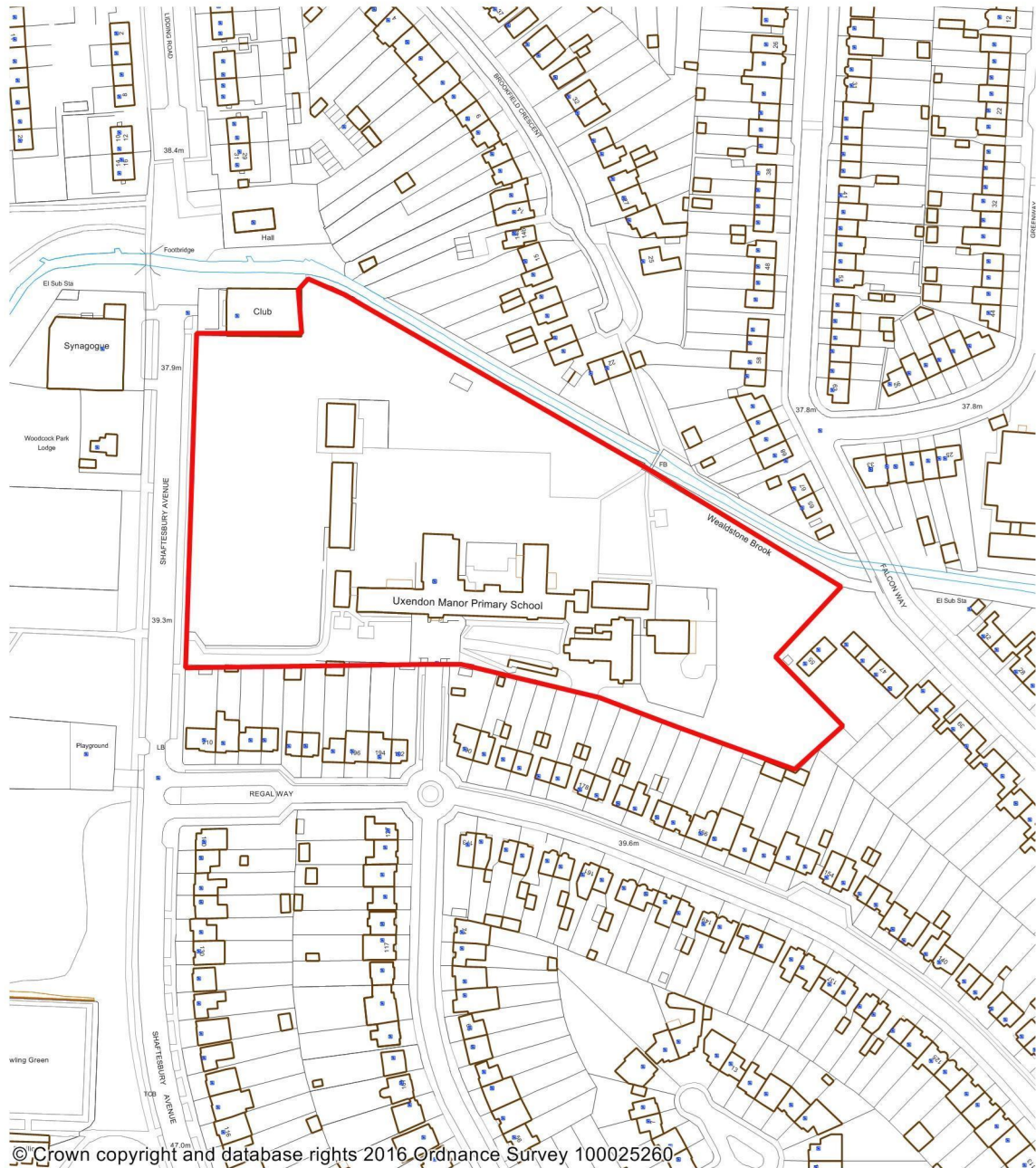
SITE MAP



Planning Committee Map

Site address: Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

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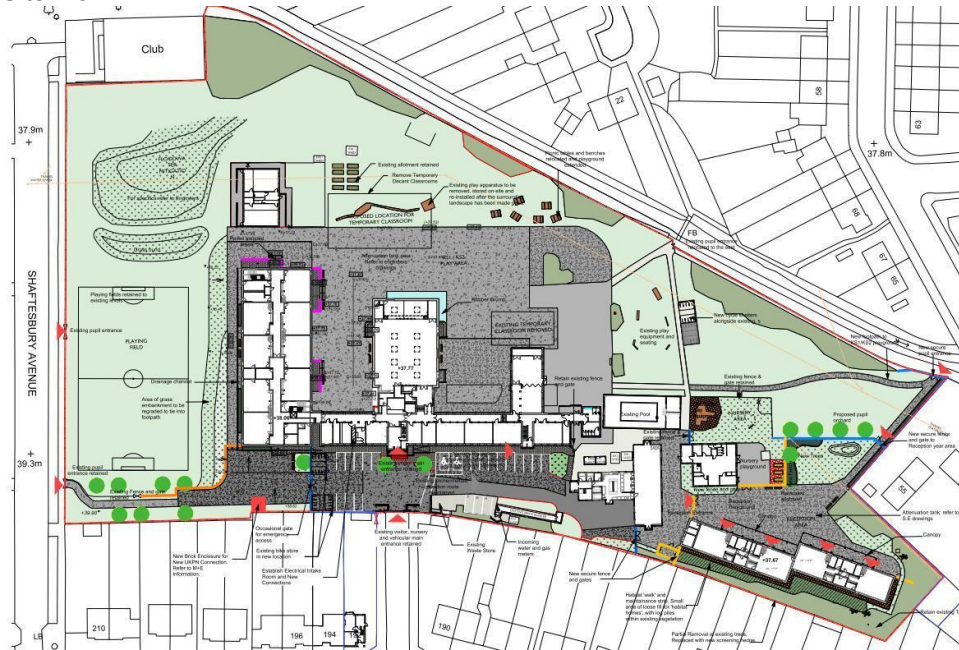


This map is indicative only.

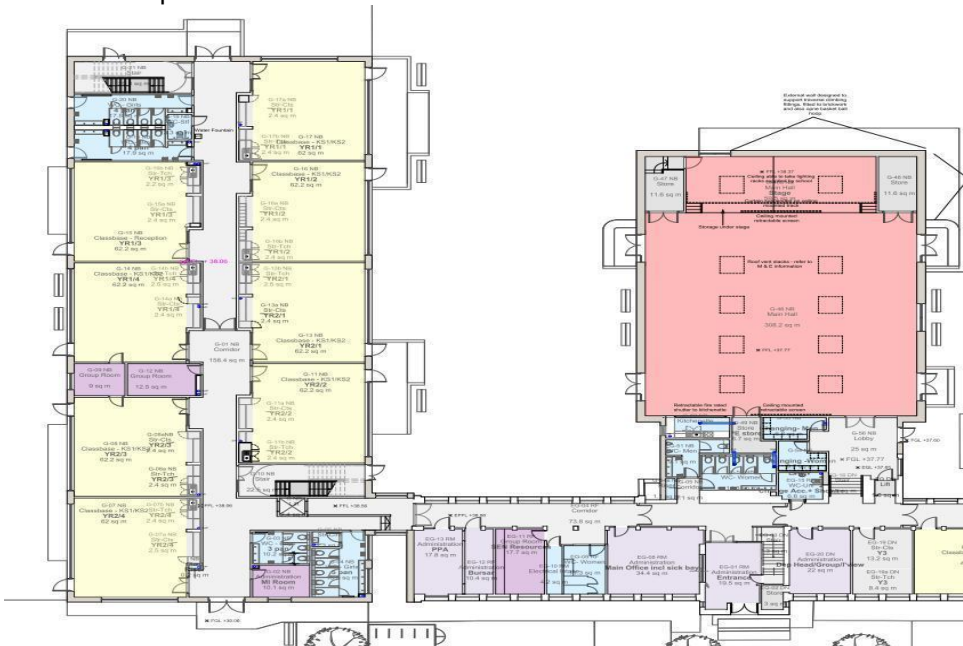
SELECTED SITE PLANS

SELECTED SITE PLANS

Site Plan:



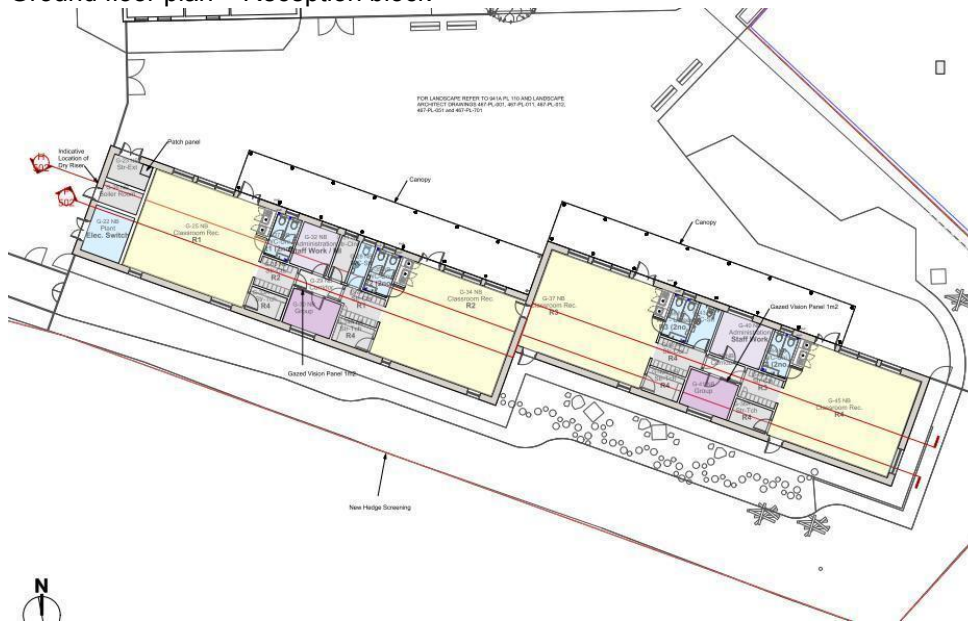
Ground floor plan KS1 and KS2 block:



First floor plan KS1 and KS2 block:



Ground floor plan – Reception block



West Elevation – KS1 and KS2 block



North Elevation – Reception block



RECOMMENDATIONS

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

A) PROPOSAL

Expansion of current 2 Form Entry to 4 Form Entry primary school with associated landscape works and including:

1. Demolition of two classroom blocks, sports hall, toilet wing and staff room.
2. Construction of new 2 storey block providing 16 classrooms and associated spaces linking to existing building, new single storey providing 4 classrooms and associated spaces in SE corner of the site and a new larger sports hall.
3. Internal alterations and remodelling to main school building providing enlarged reception and main entrance, converting existing reception classrooms into new music/dance studio space and upgrading and remodelling of the existing kitchen and dining hall.
4. New incoming electrical connection
5. Provision of temporary classrooms and toilets for the duration of the works, including creation of services connections

B) EXISTING

The application site comprises Uxendon Manor Primary School. It is a community school located in the north of the borough. It provides school places to 484 boys and girls between the ages of 4 - 11. There is also a nursery with 60 part time places.

The the south and east of the site are residential properties on Vista Way and Falcon Way. To the west is a section of Shaftesbury Avenue that does not contain any residential properties. It contains tennis courts for Woodcock Park, a synagogue and youth club. To the north of the site is the Wealdstone Brook. On the otherside of the Wealdstone Brook are residential garden located on Brookfield Crescent and Falcon Way.

The vehicular access to the school is located on Vista Way. There are three pedestrian accesses to the site. One off Vista Way next to the vehicular entrance, one off Shaftesbury Avenue at the south western corner of the site, and one at the north eastern end of the site via a public footpath adjacent to the Wealdstone Brook, accessed from either Falcon Way or Brookfield Crescent.

The majority of the site is located within Flood Zone 2, and the northern section is located within Flood Zone 3. The Wealdstone Brook is designated as a Wildlife Corridor and a Site of Borough (Grade II) Importance for Nature Conservation.

C) AMENDMENTS SINCE SUBMISSION

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

- Phasing Plans updated to show tree protection measures
- The Flood Risk Assessment submitted with the application did not fully show the extent of the plans within Appendix A "Topographical Survey & Existing Drainage" on pages 13 and 15. A revised FRA has been submitted that includes the full extent of these plans within Appendix A on pages 13 to 15".

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks full planning permission for the expansion of Uxendon Manor Primary School from 2FE to 4 FE. The works include a two storey extension, new hall and

detached building for the reception classrooms. This is an existing school site and the principle is considered acceptable.

Impact on neighbouring amenity: The new school buildings, 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. 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', the proposal can be supported.

Transportation matters: The application proposes to increase on site car parking from 10 to 23 car parking spaces (including 2 disabled bays) with two EVCP to be secured by condition. 108 cycle spaces are proposed. A Service and Delivery Plan is to be secured by condition. The scheme can be supported on highway grounds as the multiple entrance/exits currently help disperse traffic around the vicinity of the school rather than creating congestion at any one point. Promoting of sustainable modes of transport will be secured through the travel plan. The scheme will secure highway improvement works including (i) Re-lining of the 'school keep clear' marking on Shaftesbury Avenue, Vista Way and Falcon Way, (ii) New 'school keep clear' sign plates to be provided on Shaftesbury Avenue, (iii) Disabled bay on Shaftesbury Avenue is no longer required by the school due to the two new off street disabled bays and therefore the on street bay should be removed in order to maximum on street capacity., (iv) Double yellow lines at the end of Brookfield Crescent should be implemented to maintain a turning circle, (v) Double yellow lines at the end of Shaftesbury Avenue should be implemented to maintain a turning circle, (vi) Widening of the Public Right of Way from Brookfield Crescent up to the Bridge to provide a better pedestrian flow, and (vii) Provision of double yellow lines at the junction of Vista Way, Regal Way in the vicinity of the roundabout and by the main entrance on Vista Way.

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)
Non-residential institutions	2530	1939	591	2056	3995

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

Relevant planning history

15/4477: Full Planning Permission sought for erection of a timber front entrance lobby and associated external stairs to detached classroom building of school - Granted, 11/12/2015.

15/0977: Full Planning Permission sought for installation of a single storey modular temporary classroom building in the school's playground and extension to existing car park (relocation of approved proposal reference 14/3781) - Granted, 28/08/2015

15/1934: Full Planning Permission sought for erection of 2 temporary modular classroom buildings with associated internal wc's and store in the school ground - Granted, 28/08/2015.

14/3781: Full Planning Permission sought for installation of single storey modular temporary classrooms in the playground of Uxendon Manor School - Granted, 13/02/2015.

04/2777: Full Planning Permission sought for erection of replacement classroom building and front and rear

disabled-access ramps with handrails - Granted, 08/11/2004.

CONSULTATIONS

Consultation Period: 21/12/2015 – 11/01/2016

Additional Consultation Period: 02/02/2016 – 23/02/2016

Site Notices displayed on 07/01/2016

Press Notice: 07/01/2016

493 local household consulted.

12 objections received from individual addresses together with an objection from Friends of Woodcock Park on the following grounds. The objections are summarised as follows, and are discussed in more detail within Paragraph 140 of the "Detailed Considerations" section.

Area of objection	Nature of objection	Frequency of objection
Highway related matters	Unclear on where the additional pupils will come from. This will result in overspill parking onto surrounding neighbouring roads including narrow roads such as Lidding Road. Area already congested from the nearby secondary schools.	13
	As the school is not served by public transport, vehicular trips to the site will increase as a result of the expansion. Transport Impact Study is required to understand the implications.	2
	Increased staff will lead to more on street car parking.	3
	Dead end section of Shaftesbury Avenue congested which does not allow larger vehicles such as coaches to turn around. They end up reversing down the street.	3
	Parents of the school drive irresponsibility - i.e. damaging parked cars, blocking driveways and parking on double yellow lines. More active enforcement is required.	3
	Construction traffic will damage the grass verges and cause congestion.	2
	Increased risk of accidents as a result of more congestion on the roads.	3
	Buses in the AM and PM peak are overcrowded at present.	2
	Cycle through Woodcock Park is against the byelaws.	1
	Congestion on the roads outside of main school hours when the synagogue and youth club are in use.	3
Flooding and Drainage	Serious problems in the local area with	6

	flooding and road drainage. Local sewer system is working at capacity. School playing fields have flooded recently.	
Impact on residential occupiers	Opening sports hall outside of school hours will lead to disturbance for local residents.	2
	New reception block too close to residential rear gardens.	1
	Loss of privacy to neighbouring properties and residential gardens.	3
Ecology	Removal of trees and hedging could adversely impact on bats.	2
	Use of Monkshood Aconitum is not appropriate for a school as it is poisonous.	1
Other matters	Increased pupils will put greater strain on the play equipment in Woodcock Park.	2
	Case has not been made to justify the need for the school expansion.	2
	The expansion of the school would damage the ethos of the school and be detrimental to the education and well-being of the pupils	1

External Consultation

Councillor Colwill - Objections raised on the grounds of traffic congestion and the scheme not taking into account why to drain off flood water.

Sport England - No objections raised.

The Environment Agency - No objections subject to conditions.

Internal Consultation

Sustainability - The proposal can be supported on sustainability grounds.

Landscape - No objections raised.

Tree Officer - No objections raised.

Local Lead Flood Authority - No objections raised.

Transportation - This proposal can be supported on transportation grounds, subject to:

- (i) the submission and approval of a revised School Travel Plan for the site, setting more onerous targets of pupils and staff travelling to the site by car alone, to be achieved across a five-year period. Reason: to mitigate and adverse impact arising from increased traffic and parking demand in the area as discussed above;
- (ii) relining of existing 'School Keep Clear' markings Shaftesbury Avenue, Vista Way and Falcon Way
- (iii) new 'School Keep Clear' sign posts on Shaftesbury Avenue
- (iv) Removal of the redundant disabled bay on Shaftesbury Avenue
- (v) Double yellow lines to be implemented on Shaftesbury Avenue and Brookfield Crescent to retain a turning circle at the end of both streets
- (vi) Provision of double yellow lines at the junction of Vista Way, Regal Way in the vicinity of the roundabout and by the main entrance on Vista Way.
- (vii) Widening of the Public Right of Way from Brookfield Crescent to the Bridge to provide a two way

pedestrian flow.

(viii) A Construction Method Statement to be submitted prior to works

Environmental Health - No objections raised subject to conditions being secured relating to (i) sound proofing of new hall, (ii) measures to mitigate noise and dust during construction, (iii) asbestos, and (iv) air quality assessment if CHP being proposed.

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

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

EP12: Flood Prevention

CF8: School Extensions

OS13: Development on sites of Borough (Grade II) and Local Nature Conservation Importance

OS14: Wildlife Corridors

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

Draft Development Management Policies - Publication Version September 2015

DMP12: Parking

DMP13: Movement of Goods and Materials

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

Existing site

1. The existing school buildings within the site comprise the main school building built in the 1930s which contains classrooms, two halls and administration plus ancillary accommodation built in 1940/50s that contains classrooms and a kitchen/dining hall. This ancillary accommodation is in a poor state of repair. There is also some teaching accommodation added later comprising two classrooms and the nursery.
2. As set out in the planning history above, recent applications were approved for temporary accommodation. These include a single storey modular building incorporating two classrooms with associated WC facilities located on the playground in front of the main building. This was to replace ancillary accommodation (music room and library) that was lost due to a 30 place bulge class that started in 2014 within existing accommodation in the main school (no planning approval required). This modular building has planning consent until 31 December 2016 (LPA Ref: 15/0977).
3. The second more recent planning application was for an additional 2 temporary modular classrooms which will be located on the school playground opposite the main building. The classrooms will be used by 2 new reception classes. This has resulted in an additional 60 pupils entering the school at reception level from September 2015. These temporary modular buildings have consent until 31 July 2022 (LPA Ref: 15/1934).
4. The school currently operates as a two form entry school (60 pupils per year, 420 across the seven year groups) with the 'bulge' classrooms in reception year and year 1 approved as part of planning consents 15/0977 and 15/1934. The nursery intakes 60 children a year (part time places am and pm).
5. A table showing the current school pupil numbers based on year group is set out below:

Year Group	Number of pupils
Reception	94
Year 1	90
Year 2	60
Year 3	60
Year 4	60
Year 5	60
Year 6	60
Total	484

6. The nursery also operates 60 part time nursery places. This takes place in two sessions. Based on the above, the full time equivalent on site at any one time is 513 pupils.

The need for additional primary school places

7. In recent years Brent has seen an unprecedented increase in the demand for primary school places. The primary pupil population (Reception to Year 6) has grown from 23,488 in May 2008 to 26,028 in May 2015, an increase of 10.81%.
8. The Council has a duty to provide a "reasonable offer" of a school place to all children. For primary schools, "reasonable offer" is one within 2 miles of home.
9. The "School Place Planning Strategy 2014-18" was approved by Cabinet in October 2014. This advised that the most recent predictions provided to Brent Council by the GLA had indicated a substantial reduction in births across London, with a subsequent decrease in demand for Reception places. This has been confirmed by the 2015 projections. The Council is however aware that more recent data indicates that birth rates are rising again and it is therefore expected that the GLA projections to be revised upwards in 2016.
10. Demand for Reception places is currently projected to reduce from September 2016, leading to a

projected surplus of Reception capacity across the borough. However, the Council expects that demand for admissions in year groups other than Reception will continue to grow.

11. Whilst the GLA projections are a good indicator of place need, they remain a statistical model which should be seen as a valuable tool rather than a definitive position. Demand for school places can be highly localised as parents seek entry to popular schools but refuse places at others. Fluctuations in birth rates can also quickly lead to projections being revised. In addition, the Council is projecting significant growth, particularly with developments coming forward within the Growth Areas.

12. In recent years the Council has been forced to provide temporary and bulge classes to meet a sudden increase in demand for primary school places. The Council wishes to reduce its reliance on such temporary provision, as it is neither educationally desirable or cost effective. In recognition of this, together with the anticipated changes to projections outlined above and the growth in primary cohort size from Reception to Year 6, Cabinet recommended in October 2014, that Brent should aim to maintain a 5% surplus in Reception places.

13. In August 2015, the Council's Cabinet Committee approved the permanent expansion of Uxendon Manor Primary School by two forms of entry.

14. In November 2015, Cabinet approved an update to the "School Place Planning Strategy 2014-18". This resolved to approve the need to continue with all current planned school expansions. This was on the basis of a continued growth in demand for places in primary years outside of Reception and the recent changes in birth rates meant that future projections were are likely to be revised upwards.

Why the need to expand Uxendon Manor Primary School

15. The Brent School Place Planning Strategy has criteria only to expand Good and Outstanding rated schools based on OFSTED classification (Office of Standards in Education). Uxendon Manor Primary School was classified as Good by OFSTED in July 2013.

16. In addition year on year, Uxendon Manor achieves high Key Stage 2 performances in Reading, Writing and Maths. The 2014 Key Stage 2 results show 92% of all pupils achieve above a level 4 in the above subjects compared to the national average of 79%. By expanding to 4 forms of entry (4FE) Uxendon Manor Primary School will be providing local opportunities for more children to attend a good provision and to enable the school to deliver beyond simply providing an education.

17. Uxendon Manor's devotion to disadvantaged pupils through their Pupil Premium Grants ensures all children can develop. Their objectives to ensure pupil participation and develop pastoral support have been achieved through innovative projects such as; subsidising residential visits and utilising a play therapist to develop pastoral care. Expanding Uxendon Manor by 2 forms of entry (2FE) creates more opportunities for a greater number of students from all backgrounds.

18. For school planning purposes the borough is split into 5 different regions (planning areas) so that local demand can be calculated. Uxendon Manor Primary School and 7 other Brent schools providing primary provision fall into planning area 2. This area covers the wards of Kenton, Barnhill, Preston and Northwick Park. Whilst latest projections as set out in the update to the "School Place Planning Strategy 2014-18" indicates a decrease in projected demand for Reception places in this Planning Area, if no action is taken, there would be a deficit in school places in this Planning Area of around 2 classes. The impact of this would be that whilst there would be sufficient primary school places across the Borough as a whole, there would be a deficit in two of the three Planning Areas in the north of the Borough, meaning the Council would be less likely to be able to make a "reasonable offer" of a school place to those children.

19. The applicant has advised that the expansion of Uxendon Manor Primary School by two FE will address that deficit. A further planned expansion of a school in this Planning Area (Byron Court), if approved, would add a further 2FE expansion and overall the two expansions would create a manageable working surplus of primary school places in this Planning Area.

20. The planning application for Byron Court is also under consideration (LPA Ref: 15/4523). The applicant has advised that in the event that only one of the planning applications for Byron Court or Uxendon Manor obtained approval the subsequent developments would address the deficit in school places and would create a very small surplus of places in this Planning Area. This level of surplus is not considered sufficient to meet the anticipated growth in demand for Reception places in future years, or to support the sufficiency of places across the whole of Brent or to accommodate the existing

and growing need for places in other primary year groups. The applicant therefore intends to expand both schools should planning approval be obtained.

21. If the proposal to expand is approved the increase in the number of permanent places at the school will be gradual until the maximum of 840 (an increase of 356 pupils) is reached in September 2021. The nursery will continue to operate with 60 places. This equates to 900 pupils in total or 870 FTE at site at any one time including both primary and nursery pupils.

22. A table setting out the increase in pupil numbers (Reception to Year 6) over this period is set out below:

Date	Reception	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Sep – 15	94	90	60	60	60	60	60	484
Sep - 16	120	120	90	60	60	60	60	570
Sep - 17	120	120	120	90	60	60	60	630
Sep - 18	120	120	120	120	90	60	60	690
Sep - 19	120	120	120	120	120	90	60	750
Sep - 20	120	120	120	120	120	120	90	810
Sep - 21	120	120	120	120	120	120	120	840

Catchment area of Uxendon Manor Primary School

23. School placements are based on school catchment areas, defined in a map. Each school has a set of roads which gives the children residing in them priority to that school. The actual catchment area can expand and shrink according to the number of children who apply for a place. If the school is very popular, depending on the criteria priority list, the children living closer to the school stand a better chance of getting a place than those far away. If the school is unpopular or has a specialism (e.g. a faith school) children living outside the official catchment area may stand a good chance of receiving a place. The School's Place Planning Team have advised that the map will not change once Uxendon is expanded although the demand most likely will.

24. The boundaries for the catchment map for Uxendon Manor School comprises the eastern side of Shaftesbury Avenue, northern side of Preston Hill, roads either side of The Mall, and the southern side of Kenton Road from Kingsbury Circle to Gooseacre Lane.

25. The current catchment of pupils to Uxendon Manor Primary School based on data from the October 2015 Brent School Census includes 251 pupils from within the catchment and 293 from outside the catchment. This is broken down within the following table:

In/Out Catchment	LA/Borough	Pupils	
Inside	Brent	251	46%
	Inside Total	251	46%
Outside	Brent	192	35%
	Brent LA	192	35%
	Harrow	94	17%
	Ealing	3	0.6%
	Barnet	2	0.4%
	Neighbour LAs	99	18%
	Hertsmere	1	0.2%
	Three Rivers	1	0.2%
	Non London LAs	2	0.4%
	Outside Total	293	54%
Total Pupils		544	

26. The School Place Planning Team have advised that they do not expect that new school places will only be taken up by pupils living in the catchment area. The catchment is purely a mechanism for prioritising applications. The Council plans school places on planning areas. There are five planning areas and Uxendon Manor is in Planning Area 2. The Council would anticipate that places at Uxendon Manor would assist with meeting demand in Planning area 2 and also in the neighboring planning areas PA1 and 3. The Council endeavours to offer a school place within two miles of a child aged 5 – 8s home and for a child over 8 a place within 3 miles of a child's home. This is considered a reasonable distance by the Department for Education.

Proposal

27. In light of the above identified need for additional school places this proposal is seeking to provide additional permanent buildings on the site to accommodate two extra forms of entry to increase the school from a two form entry to a four form entry, together with additional teaching support and non-teaching areas to meet the increased size of the school. The proposals include:

- A new two storey classroom block with 16 new classrooms, support spaces and staff room.
- A new single storey blocks to accommodate 4 number Reception Year classrooms and support spaces
- A new hall, designed to accommodate a badminton court in keeping with Sport England's Design Guidance for Community Sports Halls.
- Remodelled existing areas, including the kitchen and dining rooms.
- Improved access control enabling secure community access.
- Increased cycle and scooter parking on site for pupils and staff.
- Improved landscaping including a larger Reception Year playground and improved hard play area at the entrance of the new two-storey extension.

Phasing of the works

28. The works are proposed to be carried out in two phases. Phase 1 will comprise providing temporary accommodation for two Year 1 classrooms and playground accessible toilets, together with the construction of the single storey block providing the four Reception Year classrooms and support spaces.

29. Once Phase 1 is complete, Phase 2 will commence and will involve demolition the outdated classroom accommodation, WCs/staff room and existing school hall together with the construction of the two storey teaching block, new hall, remodelling of existing spaces including the kitchen/dining hall and new external works.

30. The temporary classrooms that form part of this application together with those already provided on site will be removed on completion of phase 2 works.

Design of the extensions

Two Storey Extension

31. The new two storey extension will be attached to the west of the main school building via an internal link. It will contain 16 new classrooms, support spaces and staff room. It will have a total length of 48.5m. The building will be flatted roof to match the existing school building. It will contain brick work at ground floor and part brick work/part render at first floor level. Windows and doors are to be in aluminium. Screen cladding is proposed around the plant equipment at roof level.

32. The west elevation of the new extension will be visible from the public highway on Shaftesbury Avenue but set significantly back from the road by the existing playing fields. The extension has been designed so that this elevation reads as a principle elevation with strong rhythm of windows and doors together with signage of the school.

33. It is recommended that full details of external materials including sections of how the render will be constructed are conditioned to any forthcoming consent.

New Hall

34. The new hall is to replace the existing hall attached to the rear of the main building behind the existing visitor entrance. The hall has been designed to accommodate a badminton court in keeping with Sport England's Design Guidance for Community Sports Halls.

35. The hall will be two storeys in height with a flat roof. It will be constructed in brick work with the lower linkage section to the main school building in render. It will be two storeys in height but lower than the main school building and the two storey extension located to the west of the sports hall. Once again, the windows and doors will be in aluminium. It is recommended that full details of external materials are conditioned to any forthcoming consent.

Single storey Reception Year Classrooms

36. The new Reception Year classrooms are to be located at the south eastern corner of the site. The four classrooms and supporting facilities will be located in two linked buildings that are staggered to break up the overall length of the building. The two buildings measure 30.8m and 26m. They are single storey in height, measuring a 3.85m high.

37. The buildings are to be constructed in timber shingle cladding, with the linkage area in render. Windows and doors are to be in aluminium. The northern side of both buildings will have open sided canopies that face onto the Reception Year playground.

38. Once again it is recommended that full details of external materials are conditioned to any forthcoming consent.

39. The buildings are set away from the boundaries with the rear gardens of the properties on Vista Way by 5.5m increasing to 9.7m. Some of the existing trees are to be removed and a new screening hedge is to be planted along the southern boundary, together with a habitat area. Further details of the impact on the adjoining residential occupiers and landscape proposals are discussed below.

Temporary Decant Classrooms

40. The temporary decant classrooms will be located to the north of the playground, situated within the school site. It is a modular building that has been used elsewhere and transported to this site. It is single storey with a flat roof. Its location within the school site is considered acceptable. This temporary building will be removed once the school building is complete.

Remodelling of existing accommodation on site

41. The dining room and kitchen facilities located in a detached building between the main school building and the new reception block is to be updated to make the space fit for purpose and usable beyond a dining space.

Impact on neighbouring amenity

42. Residential properties are located to the south and east of the site in Vista Way and Falcon Way. The Wealdstone Brook runs along the north of the site and separates the school site from residential properties to the north on Falcon Way and Brookfield Crescent.

Two storey extension and new hall

43. The two storey extension is located around 17.8m away from the boundary with the residential rear gardens of Nos. 196 to 200 Vista Way. A distance of around 45m is maintained between directly facing windows. A distance of over 60m is maintained from the new two storey extension to rear gardens of the properties to the north on Falcon Way and Brookfield Crescent. 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 in relation to the preservation of privacy. It is therefore considered that the privacy of surrounding residential properties will not be adversely affected by the two storey extension.

44. 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 Vista Way. 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.

Reception classrooms

45. As discussed above, the reception classrooms are to be set away from the boundaries with the rear gardens of the properties on Vista Way by 5.5m increasing to 9.7m. Whilst this falls short of the 10 m distance set out in SPG17, the primary windows of this block face away from residential boundary. The windows to the classrooms that have been included are set at a low level and the only primary windows that

face this boundary serve the small "group" rooms. Given that the residential rear gardens are higher than the application site and that the windows within the reception building to the rear are generally no higher than the fence line, views will be restricted into neighbouring rear gardens. Furthermore, new screening planting is proposed along the rear boundary to provide additional screening.

46. Site Sections have been submitted with the application that show the new reception building sitting well below both the 30 and 45 degree lines from the neighbouring residential properties and rear gardens on Vista Way. 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.

Sports hall

47. To ensure that the new sports hall does not adversely impact on neighbouring residential occupiers, officers in Environmental Health have recommended that a condition is secured for the sports hall to be sound proofed.

Community Access

48. London Plan Policy 3.16 requires that, wherever possible, the multiple use of social infrastructure should be encouraged.

49. The school has advised that currently, its current hall is let out for two hours a week (5pm to 7pm) to Brent Music Service on Tuesday evenings in term time. The school field is also let out for two hours a week on Sunday morning to a company for football coaching.

50. The school has advised that the community offer would include the hiring out of the new hall. This would obviously depend on take up but they envisage that the hall would be let out at the weekends and evenings. As a result of better facilities, the school is reviewing its whole lettings strategy. This would explore letting out classrooms and playground/field space as well as the new hall.

51. 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 15 hours per week. These hours are comparable with Alperton Community School which does not have flood lit sport pitches.

Impact on Playing Fields

52. 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.

53. The school site has an existing grass playing field to the west of the school site. This will remain in place, but the grassed area to the north will be provided for flood water mitigation. A new pathway and grass embankment will run alongside the new two storey extension on an area that was once grass.

54. Sport England have reviewed the proposal and advised that as the scheme involves a new sports hall with badminton facilities, the proposal meets the requirement of exception E5. This exception 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".

55. Sport England have assessed the existing and proposed playing fields against the above policy to determine whether the proposals meet exception E5. They have confirmed that they do not wish to raise an objection to the application.

Sustainability

56. 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

56. 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.

58. The Sustainability Officer has reviewed the BREEAM assessment and has advised that the scheme falls 2.8 credits short of achieving 'Excellent'. They advised that there is potential to increase the credits in the water, materials and waste categories, to achieve BREEAM 'Excellent'. The agent has advised that achieving the additional credits at this stage in the design would be difficult to achieve.

59. In light of the above, on balance, whilst the scheme fails to comply with policy CP19, this harm is outweighed by the benefits of providing a school expansion with modern facilities and additional pupil places in the 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.

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

61. Brent's Sustainability Checklist has been completed, that demonstrates that the scheme can achieve a score of 29.3%. This score falls short of the target of 50%. Whilst the scheme falls short of this local target, given that it meets London Plan requirements and achieves BREEAM "Very Good", the short fall is not considered to warrant a reason for refusal. It is recommended that a minimum score of 29.3% for the Sustainability Checklist is secured as a condition to any forthcoming consent.

Compliance with Further Alterations to the London Plan 2015

62. 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.

63. In summary, the proposal meets the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations. The Energy Report shows this as a 40% improvement on Part L 2010 Building Regulations, which is comparable to a 35 % reduction from the 2013 regulations, and therefore meets policy requirements.

- Lean measures

64. The building has been designed to have a low energy demand. This includes a number of passive design measures in relation to the orientation and form of the new building to minimise uncontrolled heating and cooling, and optimise daylight use. The active design measures will be utilised to improve energy efficiency of Heating Ventilation and Air Conditioning systems, domestic hot water systems, lighting, appliances and equipment of the school building and reduce the energy use during its lifetime.

65. The lean measures will produce a carbon reduction saving of 38.4%.

- Clean measures

66. District heating or the use of a combined heat and power plant has been discounted for the site due to there being no existing heating and/or cooling networks in proximity to the site, and CHP is not considered suitable for a school building.

- Green measures

67. The scheme is proposes PV panels on the roof of the new school extension. This will achieve an additional carbon reduction saving of 2.7%.

68. It is recommended that a minimum 40% improvement on Part L 2010 Building Regulations carbon is secured as a condition with a requirement that further consideration is given to installing additional PVs on

the roofs of the new two storey extension and existing school building.

Ecology

69. The northern end of the site abuts the Wealdstone Brook. This is designated as a Site Nature Conservation Importance and a wildlife corridor. An ecology assessment has therefore been submitted. This recommends that the following measures are incorporated.

Habitat Loss and Enhancement

70. A biodiversity enhancement plan to be incorporated into the landscape scheme to maximise the ecological value of the site. This should include planting of habitat that is of value to wildlife, nesting/roosting habitat for birds and bats, and planting of new trees of an appropriate species to compensate for the loss of trees within the site to facilitate development.

Trees

71. Protection of existing trees to be retained on site in accordance with BS 5837: 2012. See further comments below on trees.

Foraging Bats

72. Although the site does not provide suitable roosting opportunities for bats, it does provide suitable foraging and commuting habitats for bats. It is therefore recommended that any lighting is directed away from the boundary features to maintain 'dark' areas/corridors suitable for use by foraging and commuting bats.

Nesting birds

73. The site is suitable to support a range of common bird species. It is therefore recommended that vegetation clearance should be undertaken outside of the nesting bird season.

Terrestrial Mammals including Badger and Hedgehog

74. As the site provides suitable foraging habitat for badgers and hedgehogs, it is recommended that any excavations that need to be left overnight should be covered or fitted with mammal ramps to ensure that any animals that enter can safely escape.

75. It is recommended that the above recommendations are conditioned to any forthcoming consent.

Trees and Landscaping

76. The application proposes the loss of 17 trees within the school site. These are category B and C trees located within the car park area and where the new Reception Year classroom block and play ground is proposed. The Council's Tree Officer has confirmed that they do not object to the scheme, the loss of 17 trees is to be mitigated with the planting of 19 x 14-16cm native trees. They have advised that they are slightly concerned with regards to the treatment around a group of three Horse chestnuts T no's 31-33 in particular T31 which appears already to be in decline. However, this can be dealt with in conditions requiring replacement tree or trees to be replaced if damaged or killed as a result of construction activities.

77. The Tree Officer has confirmed that he is satisfied with the draft tree protection plan and would want to carry out a site visit following access facilitation pruning in order to check that all protection measures including fencing and ground protection were in place prior to commencement of any further works. It is recommended that the tree protection works are conditioned to any forthcoming consent.

78. Existing landscaping and trees will be retained along the site boundaries. New amenity grassland, shrubs and groundcover plants, and habitat learning area is proposed.

79. The playgrounds for the various age groups are to be separated within the site. The playground for the Reception Year classrooms is to be located to the north of the Reception classrooms. The nursery will have an enhanced hard and soft play ground area. The playground for Years 1 to 6 will be located in the existing hardstanding to the north of the main school buildings.

80. New boundary treatments are proposed within the site including 1.8m high weldmesh and vertical bar

railings along the new north eastern access and within the site to provide a boundary to the Reception Year Classrooms and play ground. New picket fencing at 1.1m high is also proposed around the nursery area and along the pathway to separate it from the playing field.

81. It is recommended that full details of hard and soft landscaping and boundary treatments are conditioned to any forthcoming consent. This should include natives species to take on board the recommendations set out in the ecology report.

External Lighting

82. The playing pitch within the school is not going to be flood lit. There will be general lighting within the school grounds attached to the buildings and within the site. It is recommended that a condition is secured requiring details of existing and proposed lighting, together with light spillage diagrams to direct light away from the site boundaries. This should also include details of any automatic timers or sensors.

Flood Risk

83. As the site lies partly within Flood Zones 2 and 3, a Flood Risk Assessment has been carried out. This has included the sequential approach as the flood risk classification varies on site. More vulnerable parts of the development (the school buildings) are located outside the highest risk Flood Zone (3), where only landscaped areas will be provided. All buildings will be constructed within the lowest risk Flood Zones (1 and 2) where the risk is "low" and "Medium" respectively.

84. Consideration has been given to risk of flooding in the 1000 years flood event. In light of this consideration, it is recommended that the minimum Finished Floor Level (FFL) is 37.67 AOD for the reception block and 37.77m AOD for the sports block and two storey extension. This is to ensure that the development is not at risk of flooding in the 1000 years flood event.

85. A flood compensation scheme is proposed on a level for level, volume for volume basis to ensure the proposed development does not increase the risk of flooding elsewhere by displacing of flood water. This volume of water will be compensated to the west of the site. The proposed flood mitigation scheme is above a Thames Water Public Sewer, involving the removal of material above the sewer. The agent has confirmed that to their knowledge there are no manholes in the vicinity of the ground level being reduced. This has been confirmed from a Thames Water Asset search and reviewing the topographical survey. In light of this, the Local Lead Flood Authority has confirmed that if there are no manhole in the vicinity of ground level being reduced, then there should be no risk of flooding.

Consideration of run -off

86. The proposal will result in an increase in impermeable areas due to the new building footprints and external hard landscaping (approx. 0.64 hectares). In accordance with Environment Agency guidelines, Building Regulations and Water Authorities advice, the preferred means of surface water drainage for any new development is into a suitable soakaway or infiltration drainage system. The use of Sustainable Drainage Systems (SUDS) have not been considered for this scheme as the ground investigation report confirms that the ground strata are not suitable for infiltration techniques.

87. The London Plan requires new developments to aim to reduce run-off to Greenfield rates. The existing buildings and external areas which drain to the river via an existing outfall will be maintained, and the new development area will be attenuated. The Greenfield run-off rate from the proposed buildings and hard standing areas has been calculated. This requires a volume of 360 cubic metres to be attenuated to 11.22 l/sec for the 1 in 100 year plus 30% (climate change) storm event.

88. In accordance with the joint Defra and EA R&D Technical Report (preliminary Runoff Management for Development) the minimum limiting discharge for attenuation systems is 5 l/sec, as low flow rates require small diameter flow control devices which are at risk of blockage. Therefore, if two attenuation tanks are used, the minimum floor rate for the limiting discharge will be 5 l/sec. The scheme proposes two attenuation tanks, one around the new sports hall and one to the north of the Reception Year Classrooms.

89. The Local Lead Flood Authority has confirmed that as the proposal is providing storage tanks and reducing the discharge and it will be limited to 5 lit/sec, this will definitely reduce the flood risks to adjacent properties and will improve the situation downstream.

90. The Environment Agency have also reviewed the Flood Risk Assessment and confirmed that they can

support the scheme, subject to a condition being secured requiring the scheme to be carried out in accordance with the submitted Flood Risk Assessment.

Connections to existing foul water drains

91. it is common practice for the detailed discussions with Thames Water to commence once planning permission has been granted as separate permission is required for new connections to the surface water and foul sewer networks. As such, the proposed scheme will only be constructed once Thames Water is comfortable that there is sufficient capacity within the networks to accommodate the proposed scheme. It is recommended that such details are conditioned to any forthcoming consent.

Highways

Site Context

92. The site has very low access to Public Transport services, PTAL 0, with access to no bus routes or train stations within walking distance.

93. The site is located at the northern end of Vista Way and this stretch of road (approx. 40m) only serves the school. The carriageway is approx. 6m wide and has parking restrictions for 'school keep clear' on one side and no restrictions on the other side. The restrictions are from 08:15 - 09:15 and 14:30-16:30. There is a mini roundabout at the end road serving the junction, Regal Way and Vista Way.

94. The vehicular entrance to the school is from Vista Way, via a gate. This access also has a separate pedestrian gated access to the school. In addition, there are pedestrian accesses from Shaftesbury Avenue, Falcon Way and Brookfield Crescent via a public footpath, with all of the accesses open during the school's drop off and pick up times. This end of Shaftesbury Avenue is a dead end road that also serves a synagogue, tennis courts in Woodcock Park and a youth club. Along this stretch of Shaftesbury Avenue are 'school keep clear' markings in the vicinity of the entrance. There are no parking restrictions along the rest of Shaftesbury Avenue. There are also 'school keep clear' markings in the vicinity of the entrance from Falcon Way.

Officer site visits to view the school in operation

95. Your officers in Transportation carried out site visits on 18th January 2016 between 08:20-09:00 and one afternoon site visit between 14:50 -16:00.

96. The school entrances, via Vista Way and Shaftesbury Avenue, are no through roads and therefore traffic in this area is low. There are no residential dwellings fronting this section of Shaftesbury Avenue which has a park, tennis courts, Synagogue and the school's fields. The street is over 7m wide and therefore can accommodate parking on both sides of the road and therefore overspill of parking onto Shaftesbury Avenue is not likely to inconvenience residents.

97. There are several different entrances to the school and it was noted that the traffic was dispersed around them and this eased traffic congestion at any one point. The majority of the parents did appear to be using Shaftesbury Avenue and Falcon Way for drop offs and pick ups. Shaftesbury Avenue is wide enough to accommodate two vehicles passing one another and it does have keep clear markings (although faded) at the end of the road which allows vehicles to turn around. The majority of the vehicles were using the turning circle and this reduced any dangerous manoeuvres along this section of Shaftesbury Avenue. However, parents did also park on the 'school keep clear' markings, the disabled bays and they did block the emergency exit route into the school. None of the parents were observed to park and stride on Shaftesbury Avenue whereas on Falcon Way, many parents were observed walking to the school to collect their children. Those that did drive, did park on Falcon Way and no vehicles were observed blocking driveways. Two vehicles did park on the 'school keep clear' markings and the double yellow lines on Falcon Way and this did cause some traffic congestion travelling southbound. There was no teacher activity on the highway whereby they might encourage parents to park on 'school keep clear' markings and therefore it is not clear how they monitor bad parking behaviour.

98. Parents were also observed parking on Brookfield Crescent. The street is narrow and therefore parents were also parked on the footway as well as on the turning circle which meant vehicles had to reverse onto the footway in order to turnaround. This is to the detriment of pedestrian safety.

99. One parent was observed using the main entrance and then reversing out onto Regal Way which is unsafe and not acceptable. However, this was considered the act of one person only and not the majority of

the school's parents and the main entrance does not appear to be used by the parents for drop off and pick up.

100. A further assessment of the impact of car pick up and drop off to the school and suggested mitigation measures as part of the expansion are discussed in more detail below.

Car parking

101. Parking standard PS12 of the UDP-2004 will allow 1 car parking space to be provided per 5 staff, with visitor parking to be provided at 20% of the staff parking, but a minimum provision of a single car space. A maximum of 1 car space per 5 staff is applicable. The school currently has 50 full time equivalent staff (i.e. staff on site at any one time), and that there were a total of 73 staff employed in total; consisting 26 full time employees, 45 part time employees and 2 contracted services. Therefore a maximum of 12 car spaces is permitted for this site. The site has a car parking to the front and eastern corner of the site. The front car park can accommodate approx. 7 spaces and the car park to the eastern corner can accommodate 3 spaces, which is within the maximum allowance.

102. The Transport Assessment sets out that the expansion will require an increase of 36 FTE staff (or a total of 52 new employees) to cater for the expanded pupil admissions. The total staff numbers is equivalent to 86 full time staff and therefore a maximum of 20.6 spaces is permitted for this site, which is a significant increase in standards. The car park will be reconfigured, increasing the level of parking from the 10 existing spaces to accommodate 21 parking spaces and 2 disabled parking spaces. This broadly complies with the parking standards.

103. There is also a disabled bay on street on Shaftesbury Avenue which was requested by the school. With off street disabled bays now provided officers in Transportation have requested that the on street disabled bay is removed as it is no longer required.

Alterations to pedestrian accesses

104. The existing pedestrian accesses from Vista Way and Shaftesbury Avenue will be retained. The access via the footpath from Falcon Way and Brookfield Crescent will be relocated to the east closer to Falcon Way. This will promote the use of Falcon Way for access to the school rather than Brookfield Crescent, which is a narrow cul-de-sac. All the accesses are open during the school's drop off and pick up times.

Cycle parking

105. The scheme proposed 108 cycle spaces, which more than satisfies standard PS16. It is recommended that full details of cycle and scooter facilities are secured by condition. This should include separate cycle parking and pupils and staff, both in a secure and sheltered facility.

Transport Assessment

106. The application is accompanied by a Transport Assessment. The Transport Assessment refers to two accidents in the area which included children and only one is in the vicinity of the school (Regal Way junction with Vista Way). This accident did involve a pupil at the school and the child crossed between parked cars and was hit by an approaching car on the road. The other accident occurred on Shaftesbury Avenue junction with Kenton Road which is 500m from the site and therefore not applicable. Brent's accident statistics confirms the same.

107. Table 5.2 of the Transport Assessment shows hands up mode share data. The table shows that in the summer months (June 2015) more pupils travelled to school by walking and cycling than in the winter (November 2015) where 37.4% of the pupils travelled by car. The statistics does still show a high number of pupils walking to school, regardless of the weather with 45.9% in the summer and 46% in the winter. This was also observed on site by your officers in Transportation, with many parents walking to collect their children in the afternoon, despite it being a cold winter's day. The staff survey also reflects the same with more staff walking and cycling in the summer months and 53.4% driving to work in the winter.

108. A parking beat survey has been carried out, based on a 5m long parking bay. The results are set out in the Transport Assessment. The survey was carried out between 07:30 - 09:30 and 14:30 - 18:00 on Tuesday 29th September and Thursday 22nd October 2015. The results concluded that there are over 400 on street parking spaces on the surrounding residential roads and this is because the results included streets such as Palace Court, Regent Close, Brookside Close, which were over 300m away from the school.

109. The survey of the Southern area (which included Regal Way, Shaftesbury Avenue, Palace Court, Regent Close, Vista Way and Westward Way) had an average capacity of 123 spaces in the morning and 119 spaces in the afternoon. The northern study area which includes streets such as Falcon Way, Brookfield Crescent, Brookside Close, Cranleigh Gardens, Gooseacre Lane, Hillview Avenue, Lidding Road and Lindsay Drive has an average capacity of 89 spaces available in the morning and an average of 71 spaces available in the afternoon.

110. During the site visit carried out by officers in Transportation, parents were not observed parking on streets such as Palace Court, Regents Close or Westward Way, which are over 250m - 500m walking distance from the school. In addition to this, the whole length of Shaftesbury Avenue has been included in the parking survey which is also over 300m - 600m walking distance. It is unlikely that parents will park at this distance, with only 9% of pupils who currently park and stride. Nevertheless, these streets can still accommodate on street parking, apart from Regent Close which is a narrow street and therefore heavily parked with aerial photography showing 3 vehicles parked on the footway. In addition to this the parking survey does show over 100% capacity for this street, particularly during the afternoon.

111. During the site visit carried out by officers in Transportation, no parents were observed parking on Gooseacre Lane either which is an approx. 300m distance from Shaftesbury Avenue entrance and 1-2 parents were observed parking on Lidding Road.

112. The School has advised that the existing split of pupils arriving at the Shaftesbury Avenue and Falcon Way entrances is around 50/50% split, and it is anticipated that a similar split will be maintained with the expansion. The base data traffic flow distributions does show a total 276 vehicles travelling westbound on Falcon Way from Lindsay Drive and Imperial Way in the morning peak and 93 in the afternoon peak compared to 72 travelling to Shaftesbury Avenue in the morning and 55 in the afternoon. The high levels of traffic in the morning peak on Falcon Way can be attributed to residential traffic as well the adjoining school, Claremont. Nevertheless, the relocation of the entrance on Falcon Way will ease pedestrian access and therefore it is anticipated that both Falcon Way and Shaftesbury Avenue will be used evenly for pick ups and drop offs.

113. The main entrance used by most parents is on Shaftesbury Avenue and the parking survey found an on street capacity of 54% in the morning and 47% in the afternoon. This has confirmed what was observed on site by your officers in Transportation whereby parking on Shaftesbury Avenue was low with 13 vehicles parked adjacent to the school in the morning by 8am and 19 parked in the afternoon by 3pm. Majority of those parked were parents who had arrived.

114. The results for Falcon Way and Cranleigh Avenue were combined as one long road and found 39% spare capacity in the morning and 27% in the afternoon. The lack of capacity on Falcon Way and Cranleigh Avenue is due to residential parking as well as parking from the nearby Claremont Secondary School.

115. Table 7.1 of the Transport Assessment anticipates an additional 178 pupil car trips; out of which 5 are car share and 36 are park and stride and 47 staff trips; out of which one will park and stride. This is an increased stress on demand for on street parking and traffic movement. A breakdown of the parking survey found an average capacity of 70 on street spaces during the peak AM and PM on Shaftesbury Avenue and a capacity of 37 in the AM and 28 in the PM on Falcon Way. Vista Way and Regal Way had a high parking occupancy of 60%-80% in the morning and afternoon however, these streets do have capacity to accommodate on street parking and alleviate on street parking concerns. In addition to this, vehicle movement will be staggered between the morning and afternoon peak due to the breakfast club and after school activities which are currently in place and will be continued after the expansion. The staggered drop off/pick ups will reduce the number of vehicles in the vicinity at any one time. 46% of pupils are also currently walking to school and this proposal intends 43% of pupils still anticipated to walk to school. A Travel Plan would encourage use of sustainable travel modes over car usage and a motivated target for vehicle reduction should be set by the school.

116. The school day commences at 08:50 and finishes at 15:10 for Key Stage 1, and 15:20 for Key Stage 2. The staggered nature of the finishing times for the Infants and Juniors helps spread the demand generated by pedestrians and vehicles in the vicinity of the School. The Nursery runs in two sessions, the morning session runs from 08:30 – 11:30 and the afternoon from 12:30 – 15:30.

117. The school also provides breakfast and after school clubs, which also provide staggered drop off and pick up times. The breakfast club operates from 7.45am and is currently typically attended by up to 10 pupils. The after school activities run with one or two sessions per day with between 20 to 30 pupils per session.

These operate until 16.30 and the after school club operates until 18.00. below:

118. The school has advised that Vista Way is currently used for access to breakfast club. The other gates on Shaftesbury Avenue and Falcon Way are opened later at 08.30. Likewise, access to the after school club is via Vista Way. The school has advised that there is potential in the future to use alternative accesses for the breakfast and after school clubs. Officers in Transportation have recommended that this is assessed every year as part of the Travel Plan measures to make sure traffic on Regal Way and Vista Way is monitored and a second access is opened if the number of pupils start to increase.

119. The extent of the expansion of these clubs post-expansion has yet to be finalised by Uxendon School, however it is anticipated that expansion will occur based on demand and be similar in proportion to existing thus in the region of 20 pupils attending the breakfast club and between 40-60 pupils attending after school clubs. It is anticipated that the times of the clubs would be similar to the existing schedule .

120. Brookfield Crescent parking survey data does show 129% occupancy in the peak afternoon and this was also observed on site with many parents parked on the footway or on the turning circle when collecting their children. As the street is narrow with lack of space to manoeuvre, it is not acceptable for parents to park to the detriment of pedestrian safety. Transportation do request double yellow lines to be implemented at the turning circle to ensure vehicles can turn around safely without mounting the footway and the Travel Plan should discourage parents from parking on this street on the footway.

121. During pre consultation stages, your officers in Transportation had requested an assessment of capacity at several junctions; Shaftesbury Avenue/Regal Way, Lindsay Drive/Imperial Way/Falcon Way, Donnington Road/Woodcock Hill and Shaftesbury Avenue/Woodcock Hill.

122. The data shows that only one junction, Preston Hill/Preston Road/Woodcock Hill/Shaftesbury Avenue, is currently operating beyond capacity and there will be a small increase in RFC values which will mean the junction will continue to operate beyond capacity. The rest of the junctions currently operate within capacity and there will small increase in the RFC value, although these values are still low and will result in a maximum 1-3 vehicle queue.

123. Future traffic flows have been distributed, with 60% travelling to and from Shaftesbury Avenue, 10% on Regal Way and 10% travelling westbound on Falcon Way. The TA suggests that the development will give rise to increases in traffic flows on Shaftesbury Avenue and Falcon Way in the morning and evening peak hours however, these flows do not represent a significant enough increase to warrant further junction analysis beyond the area of the study. The impact on all four junctions is forecast to be negligible.

Refuse and Servicing

124. The school intends to carry out refuse collection and servicing/deliveries from the main entrance Vista Way. A swept path analysis has been provided for a refuse vehicle. This shows that it will enter the site via the main entrance on Vista Way and use the site premises to turn around allowing it to leave in forward gear. Aerial photography 2008 does show double yellow lines around the junction of the roundabout and double yellow lines approx. 8m from the main entrance on Vista Way. Aerial photography now shows that the line marking has faded and during officer site visit vehicles were parked close to the main entrance. Your officers in Transportation have therefore requested that the line marking is reinstated to allow refuse vehicles to manoeuvre in and out of the site.

125. The site does not currently have any on site facilities for coaches. Coaches therefore typically park at the end of the cul de sac on Shaftesbury Avenue. The school has advised that the coaches used at the school are for school trips only and they are not used on a regular basis. The school have confirmed that the school used coaches for two trips in February, they have four trips booked for March. On average they usually have two coaches per trip. The school also have their own mini bus which is parked on site and used for smaller trips. The school also has a policy to encourage school trips by public transport as this also has cost benefits.

126. Officers in Transportation have advised that as coaches for a primary school are only used a few times a year, the provision of turning facilities is not necessary as this can be accommodated within the existing street.

127. It is recommended that a management plan is provided to demonstrate how the coach access will be managed, together with management of delivery and refuse vehicles to the site.

Travel Plan

128. The school does interact with the Council's School Road Safety Team who do encourage WoW (Walk on Wednesday), Road Safety visitors, cycle training and many other schemes. The TfL STARS format travel plan was submitted to our School Road Safety team, which was accredited a Gold standard. However, as a significant school expansion is proposed, a revised travel plan should be submitted, for Local Planning Authority approval, to show proposed measures and targets for the expansion and a Travel Plan, of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme (or any replacement thereof). It is recommended that the revised Travel Plan is secured by a planning condition. The travel plan should encourage parents dropping off and collecting from Falcon Way to use sustainable modes and those that drive should ideally drop off and collect from Shaftesbury Avenue, in order to not nuisance residents and reduce congestion on Falcon Way, particularly due to the nearby school.

Construction Plan

129. As discussed above, the works are proposed to be carried out in two phases. Phase 1 will comprise providing temporary accommodation for two Year 1 classrooms and playground accessible toilets, together with the construction of the single storey block providing the four Reception Year classrooms and support spaces.

130. Once Phase 1 is complete, Phase 2 will commence and will involve demolition the outdated classroom accommodation, WCs/staff room and existing school hall together with the construction of the two storey teaching block, new hall, remodelling of existing spaces including the kitchen/dining hall and new external works.

131. The temporary classrooms that form part of this application together with those already provided on site will be removed on completion of phase 2 works.

132. Construction access will be provided from Shaftesbury Avenue. The school access during this time will be from Vista Way and the public footpath via Falcon Way/Brookfield Crescent.

133. It is recommended that a construction management plan is conditioned to any forthcoming consent, to cover the demolition and construction phases of the development and arrangements for children in the interim. The statement should cover how works vehicles will access the site and where they will park in order to ensure that traffic movement and parking demand does not exacerbate traffic conditions on the road, particularly during school peak drop off and pick up times. Wheel washing facilities will need to be provided on-site and suitable off-street un/loading areas will be required for vehicles carrying materials to the site and waste from the site, along with on-site storage areas.

134. Any temporary traffic management required for unloading of cranes/plant, that require partial or full road or footpath closures should contact Transportation to arrange this.

Highway Improvements

135. To support the expansion of the school, your officers in Transportation have recommended that the following highway improvement works are secured by condition to any forthcoming consent:

- Re-lining of the 'school keep clear' marking on Shaftesbury Avenue, Vista Way and Falcon Way
- New 'school keep clear' sign plates to be provided on Shaftesbury Avenue
- Disabled bay on Shaftesbury Avenue is no longer required by the school due to the two new off street disabled bays and therefore the on street bay should be removed in order to maximum on street capacity.
- Double yellow lines at the end of Brookfield Crescent should be implemented to maintain a turning circle
- Double yellow lines at the end of Shaftesbury Avenue should be implemented to maintain a turning circle
- Widening of the Public Right of Way from Brookfield Crescent up to the Bridge to provide a better pedestrian flow.
- Provision of double yellow lines at the junction of Vista Way, Regal Way in the vicinity of the roundabout and by the main entrance on Vista Way.

Summary of highway considerations

136. It is considered that the multiple entrance/exits currently help disperse traffic around the vicinity of the school rather than creating congestion at any one point.

137. Whilst the expansion will result in additional traffic movement to and from the school, the multiple access/exits will be maintained. The main access used appears to be Shaftesbury Avenue and due to wide width of the road and no residential dwellings along the section of Shaftesbury Avenue adjacent to the school, it allows vehicles to park in the area without inconveniencing residents and also has low parking occupancy. The school currently runs a breakfast club and after school, and this helps stagger drop offs and pick ups and this will continued as part of the expansion.

138. The new pedestrian access from Falcon Way will encourage more parents to use Falcon Way rather than Brookfield Crescent. However, as Falcon Way has a relatively high parking occupancy, the school is required to discourage parking on streets such as Falcon Way and Brookfield Crescent. Such measures will be actively set out within the Travel Plan.

Consultation

Pre-application consultation event

139. Prior to the planning application being submitted, public consultation was carried out on the proposed expansion of Uxendon Manor Primary School. A public meeting was held on 6 May 2015 at the school starting at 7pm. The closing date for responses to this consultation ended on 25 May 2015.

140. At the consultation event ,representatives of the school and Local Authority were presented. There were approximately 29 attendees to the consultation event made up of local councillors, residents and parents. This event raised issues with the consultation process, education/demand for places, community hall/construction, traffic/noise/congestion/parking.

141. In terms of written responses to the above consultation there were a total of 35 responses. 15 agreed with the expansion, 13 disagreed and 7 were undecided. The objections that were received raised similar issues to that set out about, together with additional comments regarding the quality of the education experience for children as a result of the expansion and during construction works, and flooding issues with the site.

142. A statutory notice was also published on 11 June 2015 for the expansion of the school with a timescale to submit comment by 9 July 2015. Three comments were received in response to the statutory notice. This included one support comment from a parent and two objections from local residents. Once again the objections raised similar issues to those set out above, together with reference to the planning applications submitted in 2015.

Consultation on planning application

143. Details of the consultation responses is set out above. A response to each of the objections raised is set out below:

Point of objection	Response
Serious problems in the local area with flooding and road drainage. Local sewer system is working at capacity. School playing fields have flooded recently.	Flooding and drainage issues have been discussed within paragraphs 83 to 91 above.
As the school is not served by public transport, vehicular trips to the site will increase as a result of the expansion. Transport Impact Study is required to understand the implications.	A Transport Assessment was submitted with the application and reviewed by officers in Transportation. Details of which are discussed in paragraphs 102 to 123 above.
Unclear on where the additional pupils will come from. This will result in overspill parking onto surrounding neighbouring roads including narrow roads such as Lidding Road.	The impact on the surrounding road network has been discussed within paragraphs 102 to 123 above.
Increased staff will lead to more on street car parking.	The impact on the surrounding road network has been discussed within paragraphs 102 to 123 above.

Parents of the school drive irresponsibility - i.e. damaging parked cars, blocking driveways and parking on double yellow lines. More active enforcement is required.	Highway mitigations measures to support the expansion are set out in paragraph 135 above.
Increased risk of accidents as a result of more congestion on the roads	Considerations of accidents is set out in paragraph 106+ above. Highway mitigations measures are set out in paragraph 135 above.
Dead end section of Shaftesbury Avenue congested which does not allow larger vehicles such as coaches to turn around. They end up reversing down the street.	Consideration of coach parking and larger vehicles to the site is set out in paragraphs 124 to 127 above.
Cycle through Woodcock Park is against the byelaws.	Your officers can confirm that current byelaws (1977) does not allow cycling in parks except Gladstone Park for 1 hour in the morning. It is unclear why this has been reference as your officers can not find any reference to cycling through the park within any of the documents submitted with the planning application.
Congestion on the roads outside of main school hours when the synagogue and youth club are in use.	Details of community access are set out in paragraphs 50 and 51 above. It is unlikely that the majority of community events will result in a large number of people. However, it is recommended that the school Travel Plan incorporates a section of community users to the school as well to encourage more sustainable modes of transport and car sharing.
Opening sports hall outside of school hours will lead to disturbance for local residents.	<p>Consideration of the sports hall upon neighbouring amenity is discussed within paragraph 47 above.</p> <p>It is recommended that a condition is secured regarding the hours of use for community access. These hours are comparable to the French School at the former Brent Town Hall.</p> <p>The playing field will not contain floodlighting, which will limit its use to daylight hours.</p>
Removal of trees and hedging could adversely impact on bats.	Considerations of the proposal upon bats has been set out in the ecology section above. Refer to paragraphs 70 and 72 above.
Use of Monkshoold Aconitum is not appropriate for a school as it is poisonous.	The landscape material schedule, BREEAM and ecological documents submitted for the application does not make any reference to Monkshoold Aconitum. The agent has advised that although the majority of ornamental plans contain some toxicity, the final planting plan will not contain 'poisonous' plants, and will be suitable for a school environment. Full details of soft landscaping will be conditioned to any forthcoming consent and reviewed by officers within the landscape team.
New reception block too close to residential rear gardens.	The impact of the reception block upon neighbouring amenity is discussed within paragraphs 45 and 46 above.

Construction traffic will damage the grass verges.	Consideration of construction works is set out in paragraphs 129 to 134 above.
Increased pupils will put greater strain on the play equipment in Woodcock Park.	Woodcock Park is a public space. The quality of play equipment is reviewed by the Council.
Loss of privacy to neighbouring properties and residential gardens.	The impact of the reception block upon neighbouring amenity is discussed within paragraphs 45 and 46 above.
Buses in the AM and PM peak are overcrowded at present.	The number of pupils and staff using buses is low. Only 19 pupils (3.3%) and 3 staff (5.2%) travel to school by bus. The Transport Assessment indicates that with the expansion there will be an increase in 13 pupils and 1 staff member travelling by bus. This is a small increase on the bus network and is not considered to warrant justification for bus contributions.
Case has not been made to justify the need for the school expansion.	The need for the school expansion has been discussed within paragraphs 7 to 26 above

Conclusion

144. It is considered the school expansion would provide significant benefits for the pupils of Uxendon Manor Primary School and for other Brent pupils with the increase in numbers, supporting the Council's wider objectives of increasing school places throughout the Borough. It will also provide community access to the benefit of Brent residents.

145. The school buildings have been designed and laid out to minimise potential impact by complying with the Council's guidance relating to new development.

146. The application is accompanied by a Flood Risk Assessment which the Environment Agency and the Lead Local Flood Authority consider to be acceptable.

147. As discussed above, one of the key considerations is the impact of the school expansion upon the wider highway network. It is considered that the multiple entrance/exits currently help disperse traffic around the vicinity of the school rather than creating congestion at any one point.

148. Whilst the expansion will result in additional traffic movement to and from the school, the multiple access/exits will be maintained. The main access used appears to be Shaftesbury Avenue and due to wide width of the road and no residential dwellings along the section of Shaftesbury Avenue adjacent to the school, it allows vehicles to park in the area without inconveniencing residents and also has low parking occupancy. The school currently runs a breakfast club and after school, and this helps stagger drop offs and pick ups and this will continued as part of the expansion.

149. The new pedestrian access from Falcon Way will encourage more parents to use Falcon Way rather than Brookfield Crescent. However, as Falcon Way has a relatively high parking occupancy, the school is required to discourage parking on streets such as Falcon Way and Brookfield Crescent. Such measures will be actively set out within the Travel Plan.

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



Brent

DECISION NOTICE – APPROVAL

Application No: 15/5240

To: Ms Read
Curl La Tourelle Architects
80 Lambale Street
London
Greater London
NW5 4AB

I refer to your application dated 02/12/2015 proposing the following:
Expansion of current 2FE to 4FE primary school with associated landscape works and including:

1. Demolition of two classroom blocks, sports hall, toilet wing and staff room.
2. Construction of new 2 storey block providing 16 classrooms and associated spaces linking to existing building, new single storey providing 4 classrooms and associated spaces in SE corner of the site and a new larger sports hall.
3. Internal alterations and remodelling to main school building providing enlarged reception and main entrance, converting existing reception classrooms into new music/dance studio space and upgrading and remodelling of the existing kitchen and dining hall.
4. New incoming electrical connection
5. Provision of temporary classrooms and toilets for the duration of the works, including creation of services connections

and accompanied by plans or documents listed here:

Refer to Condition 2

at Uxendon Manor Primary School, Vista Way, Harrow, HA3 0UX

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.

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-
National Planning Policy Framework
London Plan
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

- 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):

941A PL 100 - Existing Site Plan
941A PL 101 - Site Location Plan
941A PL 110 - Proposed Site Plan
941A PL 111 - Proposed Site Plan - Contract 1

941A PL 200 - Proposed Ground Floor Plan Overview
941A PL 201 - Proposed First Floor Plan Overview
941A PL 205 - Proposed Ground Floor Plan KS1 and KS2
941A PL 206 - Proposed Ground Floor Plan Reception
941A PL 207 - Proposed First Floor Plan KS1 and KS2
941A PL 208 - Proposed Roof Plan KS1 and KS2
941A PL 208 - Proposed Roof Plan Reception

941A PL 214 - Existing Basement Plan
941A PL 215 - Existing Ground Floor Plan
941A PL 216 - Existing First Floor Plan

941A PL 250 - Temporaries Floor Plan
941A PL 250 - Temporaries Roof Plan

941A PL 401 - Proposed Elevations KS1 and KS2 block
941A PL 402 - Proposed Elevations Reception block
941A PL 404 - Proposed Hall Elevations
941A PL 405 - SPG17 Scale and Privacy Relationships KS1 and KS2 Classroom Block
941A PL 420 - Existing Elevations
941A PL 421 - Existing Elevations Dining Hall

941A PL 452 - Proposed Elevations Temporaries

941A PL 500 - Proposed Sections Main Block a and b
941A PL 501 - Proposed Sections Main Block c and d
941A PL 502 - Proposed Sections Reception block
941A PL 504 - Proposed Hall Sections
941A PL 505 - SPG17 privacy and scale relationships

467-PL-001 Rev C - Landscape Masterplan
467_PL_011 Rev C - Landscape General Arrangement - West
467_PL_012 Rev C - Landscape General Arrangement - East

467_PL_051 Rev A - Landscape Sections
467_PL_701 Rev B - Landscape Materials Schedule and Outline Specification

941A PL 121 Rev B - Phase 1 Plan
941A PL 122 Rev C - Phase 2 Plan
941A PL 123 Rev B - Phase 3 Plan
941A PL 124 Rev B - Phase 4 Plan
941A PL 125 Rev B - Phase 5 Plan

Supporting Documents

Design and Access Statement

Acoustic Design Report prepared by Bickerdike, Allen and Partners
Pre- Construction Information Pack prepared by Calford Seaden
(KC150061/A8_25_04/0004/EC/G40) dated 30 October 2015
Revised Energy Statement prepared by Ramboll dated November 2015
BREEAM 2011 (Interim) Design Stage Assessment Tracker prepared by Price & Myers
(22159.002) dated December 2015
Contract 1 - MEP Design Stage Report (RIBA Former Stage D) prepared by Ramboll dated
October 2015
Contract 2 - MEP Design Stage Report (RIBA Former Stage D) prepared by Ramboll dated
October 2015
23995-601 Ver 3 - Drainage Layout Contract 1 Ground Floor Plan
23995-602 Ver 3 - Drainage Layout Contract 1 Ground Floor Plan
23995-603 Ver 3 - Drainage Layout Enabling Works Contract 1 Ground Floor Plan
23995-603 Ver 2 - Flood Mitigation Scheme Contract 2
941A PL 800 - Schedule of Accommodation Sheet 1 of 2
941A PL 801 - Schedule of Accommodation Sheet 2 of 2
Pre-Development Arboricultural Survey prepared by Middlemarch Environmental Ltd
(RT-MME-120176-02-02) dated August 2015
Arboricultural Impact Assessment prepared by Middlemarch Environmental Ltd
(RT-MME-114898-01) dated November 2015
Extended Phase 1 Habitat Survey prepared by Middlemarch Environmental Ltd
(RT-MME-114393A-01 Rev A) (Revised June 2015)
BREEAM 2011 Ecological Assessment prepared by Middlemarch Environmental Ltd
(RT-MME-120176-02-01) dated August 2015
Flood Risk Assessment prepared by Price & Myers dated November 2015
Planning Statement
Sustainability Checklist
Structural Engineer's Report Stage D prepared by Price & Myers, dated December 2015
Transport Assessment prepared by Robert West (3037/007/R01) dated November 2015
31853-E-UXN-960 Rev T02 - External Lighting Layout - Contract 2
31853-E-UXN-960 Rev T03 - External Lighting Layout - Contract 1

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

- 3 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. Details of 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.

- 4 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 is 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).

- 5 Activities within Uxendon Manor Primary School for use by community users hereby approved shall only take place between the hours of 0630 and 2300 Mondays to Sundays, with the premises cleared within 30 minutes of this time, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of surrounding residential properties.

- 6 The development 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, unless otherwise agreed in writing by 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.

- 7 The existing and proposed temporary classrooms as shown on the proposed site layout plan shall be removed within one month following first occupation of the two storey extension hereby approved, or alternative timescales to be agreed in writing by the Local Planning Authority. The areas where the temporary classrooms stood, shall thereafter be implemented in accordance with the details set out in the approved landscape works.

Reason: The buildings are temporary in nature only and would be contrary to design policies and therefore could not be supported on a permanent basis.

- 8 The tree protection measures as set out in the approved Arboricultural Impact Assessment and shown on the Phasing Plans Nos. 1 to 5 shall be adhered to throughout all stages of the construction works. Prior to commencement of works relating to phases 1, 2 and 4 arrangements shall be made with the Council's Tree Officer to view the protection measures on site. No works shall commence until the relevant protection measures have been agreed by the Council's Tree Officer.

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

- 9 The development permitted by this planning permission shall be carried out in accordance with the approved flood risk assessment (FRA) 'Flood Risk Assessment, Uxendon Manor Primary School, Nov 15' and the compensatory flood storage measures detailed within the FRA. The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason: To prevent flooding on site and elsewhere by ensuring that compensatory storage of flood water is provided.

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

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to 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 as part of the Construction Management Plan);
- (vi) Details of how vehicular access to adjoining and opposite premises are not

- impeded;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities and schedule of highway cleaning;
- (ix) measures to control the emission of dust and dirt during construction;
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (xi) School access during the construction phase (including servicing and delivery arrangements);
- (xii) Staff car parking facilities; and
- (xiii) Adhere to the Considerate Contractors Scheme.

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

- 11 (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) Prior to the occupation of the new school buildings, a Training & Employment Verification Report shall be submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

- 12 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) Re-lining of the 'school keep clear' marking on Shaftesbury Avenue, Vista Way and Falcon Way
 - (ii) New 'school keep clear' sign plates to be provided on Shaftesbury Avenue
 - (iii) Disabled bay on Shaftesbury Avenue is no longer required by the school due to the two new off street disabled bays and therefore the on street bay should be removed in order to maximum on street capacity.
 - (iv) Double yellow lines at the end of Brookfield Crescent should be implemented to maintain a turning circle
 - (v) Double yellow lines at the end of Shaftesbury Avenue should be implemented to maintain a turning circle
 - (vi) Widening of the Public Right of Way from Brookfield Crescent up to the Bridge to provide a better pedestrian flow.
 - (vii) Provision of double yellow lines at the junction of Vista Way, Regal Way in the vicinity of the roundabout and by the main entrance on Vista Way.

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.

- 13 Prior to commencement of development, 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 and doors
- Details of the finishing material and colour for render, shingle cladding, louvres, parapets, cills, and any 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.

- 14 Prior to commencement of works on site, further details of the 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 which show:

- (a) the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (b) the junctions around any wall mounted external vents, if applicable;
- (c) the location of any 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 plant equipment and extract and supply ducts;
- (d) details of any hand rail at roof level including its position on the roof, design and finish

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

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

- 15 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 development. The approved hard and soft landscaping shall be completed in strict accordance with the approved details prior to the occupation of the new school buildings or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) all planting including location, species, size, density and number incorporating native species
- (b) planting of minimum 19 x 14-16cm native trees, together with suitable replacement trees in the event that T31-33 are damaged or killed as a result of construction activities
- (c) details of the provision of artificial bird and bat boxes
- (d) details of ramped access for terrestrial mammals if excavations are left open overnight during the construction stages
- (e) areas of hard landscape works including details of materials and finishes.
- (f) the location of, details of materials and finishes of, all street furniture and play equipment.
- (g) existing and proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
- (h) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
- (i) 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.

- 16 The proposed hall shall be sound proofed in such a way to ensure any noise/vibration generated from its activities, including any amplified sound shall not be audible at the nearest noise sensitive premises. Prior to first occupation of the hall, an approved acoustic consultant shall produce a report to demonstrate that the development complies with this criterion. The sound proofing works shall be completed prior to the commencement of the use hereby permitted and shall be permanently maintained thereafter.

Reason: To ensure that and occupiers of neighbouring premises do not suffer a loss of amenity by reason of noise nuisance and other excess noise from activities within the premises.

- 17 Prior to any demolition works, a qualified asbestos contractor shall be employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

Reason: To ensure the safe development and secure occupancy of the site proposed for use.

- 18 Details of the roof plan, showing the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and shall be installed prior to occupation of the development hereby approved.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- 19 Prior to occupation of the new school buildings, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority. The Community Access Plan shall allow for a minimum of 15 hours of community use each week and shall include details of rates of hire (based upon those charged at other public facilities), terms of access, hours of use, access by non-school users/non-members and management responsibilities.

The approved Community Access Plan shall be brought into operation within 3 months of occupation of the development and it shall remain in operation for the duration of the use of the development.

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

- 20 Prior to occupation of the new school buildings, 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.

- 21 Prior to occupation of the new school buildings, 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.

- 22 Prior to occupation of the new school buildings, a servicing and delivery plan (including 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.

- 23 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.

- 24 Prior to occupation of the new school buildings, further details of 2 spaces that will be provided with electric vehicle charging points and 2 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.

- 25 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 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;
- (ii) Minimum BREEAM 'Very Good' rating
- (iii) Minimum score of 29.3% 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.

- 26 Details of foul water drainage for the new school buildings hereby approved shall be submitted to and approved in writing by the local planning authority in consultation with the sewerage undertaker. No discharge of foul water from the site shall be made into the public system until the approved drainage details have been completed unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

- 27 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.

- 28 Prior to occupation of the new school, further details for the provision of a minimum of 108 cycle

spaces (which includes separate cycle parking facility for staff) and scooter parking together with details of how the cycle stands/scooter parking 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 Any plants for ventilation, extraction, heating equipment etc. shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The combined noise levels from any such plants together with any associated ducting, shall be below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the noise levels and any mitigation measures applied to achieve the required noise levels shall be conducted post installation of the systems and submitted to approved in writing by the Local Planning Authority. The plants shall thereafter be maintained in accordance with the manufacture's guidance.

Reason: To safeguard the amenity of the neighbours from the transmission of noise

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