

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

10 June, 2020  
05  
19/2804

## SITE INFORMATION

RECEIVED	7 August, 2019
WARD	Dudden Hill
PLANNING AREA	Church End Neighbourhood Forum
LOCATION	Chancel House, Neasden Lane, London, NW10
PROPOSAL	Demolition of existing buildings and construction of a secondary school with sixth-form arranged in a 5 storey building incorporating a multi-use games area (MUGA) at roof level and incidental works to include landscaping, play-areas, means of enclosure, access and car and cycle parking (Departure from Local Plan, however site allocated for education use in emerging Brent Local Plan 2019 – BSSA19)
PLAN NO'S	See condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_146470">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_146470</a></p> <p><b><u>When viewing this as an Hard Copy .</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "19/2804" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

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

That the committee resolve to GRANT planning permission subject to:

The prior completion of a legal agreement to secure the following planning obligations:

1. Payment on completion of the deed of the Council's legal and professional fees in preparing and thereafter monitoring the agreement
2. Notice of commencement within 28 days of a material operation
3. Highways works - including s278 works to alter the footpath and kerbs, installation of new Puffin Crossing adjacent school's pedestrian entrances, provide 5m radius kerbs
4. School travel plan
5. Energy Assessment and offset payment
6. Training and employment
7. Financial Contribution of up to £750, 000 to TFL for local bus services, or an appropriate agreed financial contribution and/or mitigation strategy
8. Any other planning obligation(s) considered necessary by the Head of Planning.

That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

Resolve to **grant** planning permission subject to conditions.

That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

### Conditions

1. Time Limit
2. Approved Plans
3. Details of materials
4. Landscaping scheme
5. Adherence to Arboriculture Method Statement and Tree Protection Plan
6. Construction Management Statement
7. Non road mobile machinery
8. Electric vehicle charging points
9. Delivery and Servicing Plan
10. Site investigation
11. Remediation measures
12. Provision of cycle storage
13. External lighting scheme
15. Bin storages
16. Construction logistics plan
17. BREEAM interim assessment
18. BREEAM post assessment
19. Community use agreement
20. Outward opening doors to MUGA
21. Wastewater upgrades
22. Surface water upgrades
23. District Heating Network
24. Considerate constructors scheme

## 25. Coach management plan

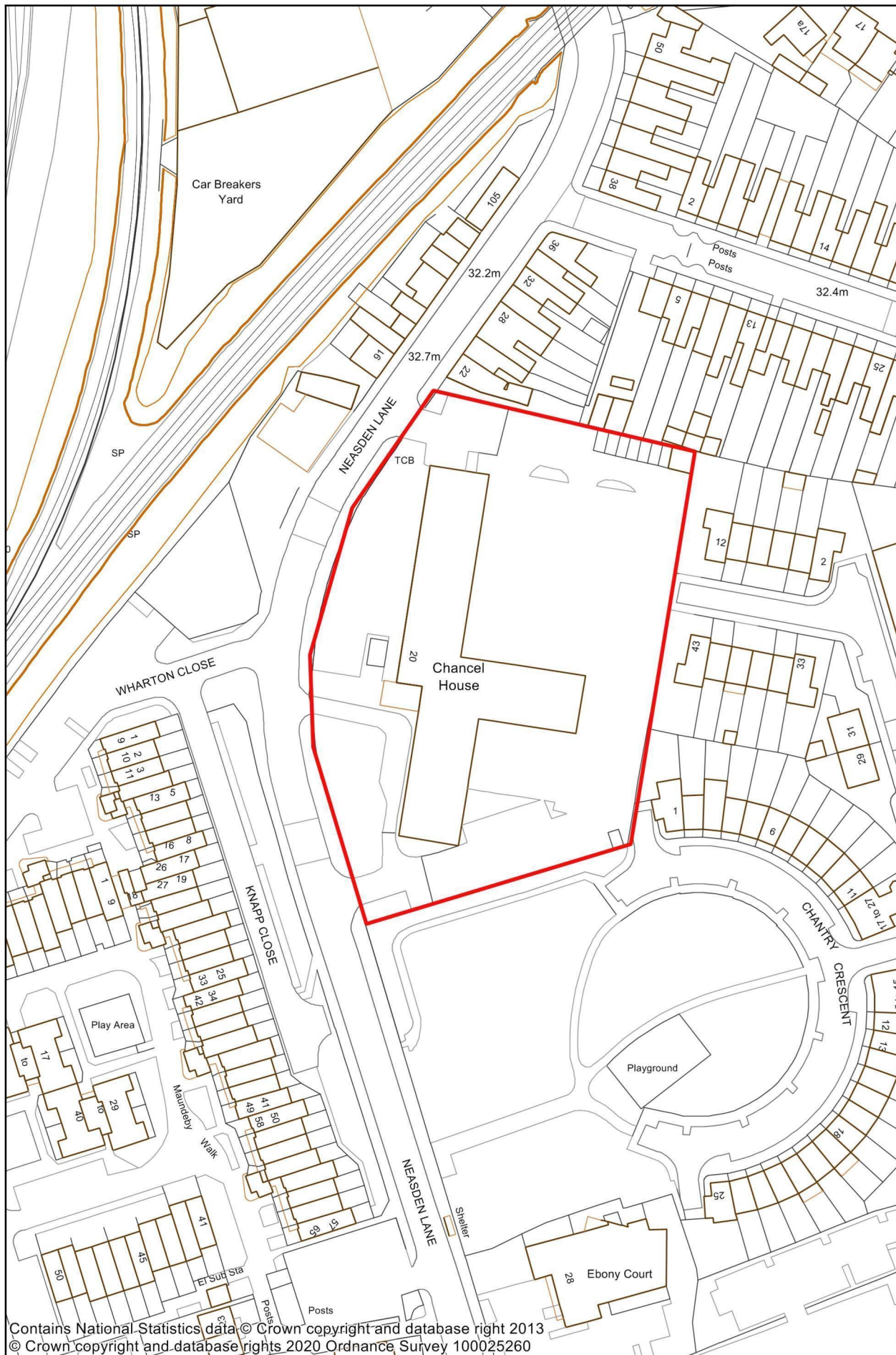
### Informative

1. Fire Safety
2. London Living Wage
3. Party Wall
6. Thames Water Notification
7. Thames Water: Water Pressure

That the Head of Planning and Development Services is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

### SITE MAP

 <b>Brent</b>	<b>Planning Committee Map</b> Site address: Chancel House, Neasden Lane, London, NW10 © Crown copyright and database rights 2011 Ordnance Survey 100025260
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This map is indicative only.

## PROPOSAL IN DETAIL

The proposal consists of the demolition of the existing building and associated outbuildings and hardstanding area and a construction of a new purpose built secondary school building comprising two attached blocks; a 900 pupil block accommodating years 7 to 11 and a sixth form block accommodated 250 pupils aged 16 and above.

The school will comprise teaching and ancillary spaces over 5 storeys. A sports hall various hard and soft play areas including two large multi use games areas (MUGA), external landscaping areas and parking and servicing.

## EXISTING

The site is around 0.8 ha in size and is occupied by a 6 storey concrete framed office building. There is a generous amount of soft landscaping to the front with the rest of the area around the building largely dedicated to car parking. The site is bounded by Neasden Lane to the west, a public park to the south and residential buildings to the north and east. The site is not located in a conservation area and is not a listed, or within the curtilage of a listed building. The site falls within the Church End Growth Area.

## SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

1. **Representations received:** Two objections have been received. Officers have considered the comments and the planning merits of the proposal and consider that the proposal is acceptable.
2. **Provision of a new 6 forms of entry school:** There is a demonstrable need for a new secondary school in the borough as evidenced in the emerging Infrastructure Delivery Plan. Great weight is given to the delivery of a new secondary school in the borough.
3. **Design, layout and height:** The development would replace a building of a similar height to the existing Chancel House building. Although the development would be larger, it is considered to be well designed and appropriate for the site and its context. During the course of the application amendments were requested to improve the design of the sports hall.
4. **Neighbouring amenity:** The development would accord with the 30 and 45 degree guidance in relation to most surrounding properties. However, it would project above the 45 degree guidance line in relation to the gardens of three properties. Nevertheless when considering the extent of the breaches identified and the existing circumstances on site in relation to the affected residential properties, the resulting impact would be acceptable and any harm identified would be outweighed by the benefit of the new school. The windows of the proposed school accord with the guidance within SPD1 in relation to the privacy of adjoining properties and their gardens.
5. **Highways and transportation:** A transport assessment has been submitted by the applicant to demonstrate that the school would not have a detrimental impact on the local highway network. Sustainable transport modes have been promoted and a number of conditions/obligations have been agreed in order to ensure the safety of future pupils.
6. **Trees, landscaping and public realm:** The applicant has submitted a tree survey and arboricultural method statement to ensure the protection of healthy trees. There are 23 trees on site at present, with 17 of these proposed to be retained, including the mature Willow and London Plane to the frontage. Whilst 6 trees are proposed to be lost to facilitate the development, 13 trees are to be replanted and therefore there would be a net increase in trees on site. Additional soft landscaping is also proposed where it does not conflict with the usability of the school.

7. **Sustainability** The development would achieve a 27.5% reduction on carbon emissions over Part L of building regulations falling short of the 35% target. Nevertheless, the applicant has shown a commitment to reducing carbon emissions in line with the 'be lean, be clean, be green' hierarchy and has calculated a carbon offset payment to make up the shortfall. The application has also proposed to meet the requirements of BREEAM excellent.

8. **Flood Risk:** The site is in Flood Zone 3a for surface water flooding and the applicant has demonstrated that the proposed development would not give rise to an increase in surface water flooding through the incorporation of blue roofs, attenuation storage tanks and porous paving.

## RELEVANT SITE HISTORY

None of relevance.

## CONSULTATIONS

432 neighbouring properties were notified. Site notices were also displayed and a press notice was placed in a local paper. As a result of this consultation two objections were received from neighbouring property.

Objection	Response
The area is already overpopulated and development will make life, noise and congestion a nightmare for residents	The development has been fully assessment in terms of the plots suitability, transport and noise and is considered acceptable, This is discussed in detail the main report.
Flats would be more beneficial to the area	There is an identified need for a new secondary school in the borough and this is one of very few sites capable of accommodating the development.
Neasden Lane is already a traffic nightmare and the presence of a school will make it worse and put children at risk of traffic incidents	Please refer to the transport section of the report. A number of measures are to be secured via a section 106 agreement in order to safeguard the students.
College of NW London is already a nuisance due to open drug dealing and use by students	This would be a matter for the police and the school authority to manage. The site would be secure and operations within would be controlled by the school's staff.

## POLICY CONSIDERATIONS

For the purposes of Section 36(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the Brent Core Strategy 2010, the Wembley Area Action Plan 2015, Brent Development Management Policies DPD 2016 and the London Plan 2016 (Consolidated with Alterations since 2011)

### Key policies include

#### The London Plan consolidated with alterations since 2011 (March 2016)

3.1 Life Chances for All

3.18 Education Facilities

3.19 Sports Facilities

5.2 Minimising carbon dioxide emissions

- 5.3 Sustainable design and construction
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving Air
- 7.15 Reducing and Managing Noise
- 7.21 Trees and Woodlands

#### **Brent Core Strategy (2010)**

- CP1: Spatial Development Strategy
- CP2: Population and Housing Growth
- CP5: Placemaking
- CP6: Design & Density in Place Shaping
- CP10: Growth End Growth Area

#### **Brent Development Management Policies (2016)**

- DMP 1: Development Management General Policy
- DMP 9A: Managing Flood Risk
- DMP 9B: On Site Water Management and Surface Water Attenuation
- DMP 12: Parking
- DMP 13: Movement of Goods and Materials

In addition the Examination in Public for the Draft New London Plan has been completed and the Panel Report has been received by the GLA. The GLA have now released a "Intend to publish" version dated December 2019. This carries substantial weight as an emerging document that will supersede the London Plan 2016 once adopted. As such considerable weight should be given to these policies.

#### **Draft London Plan**

- GG1 Building Strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city



GG5 Growing a Good Economy  
GG6 Increasing Efficiency and Resilience  
D1 London's Form and Characteristics  
D2 Delivering Good Design  
D3 Inclusive Design  
D7 Public Realm  
D11 Fire Safety  
D13 Noise  
G1 Green Infrastructure  
G7 Trees and Woodlands  
S1 Developing London's social infrastructure  
S3 Education and Childcare Facilities  
S5 Sports and recreation facilities  
SI1 Improving Air Quality  
SI5 Water Infrastructure  
SI7 Reducing Waste and Supporting the Circular Economy  
SI12 Flood Risk Management  
SI13 Sustainable Drainage  
T4 Assessing and Mitigating Transport Impacts  
T5 Cycling  
T6 Car Parking  
T7 Deliveries, servicing and construction

The council is currently reviewing its local plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. At its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. Therefore having regard to the tests set out in the paragraph 48 of the NPPF it is considered by Officer's that greater weight can now be applied to policies contained within the draft Brent Local Plan.

### **Brent Draft Local Plan**

BD1: Leading the Way in Good Urban Design  
BSI1: Social Infrastructure and Community Facilities  
BG12: Trees and Woodlands  
BSUI2: Air Quality  
BSUI4: On Site Water Management and Surface Water Attenuation  
BT1: Sustainable Travel Choice

BT2: Parking and Car Free Development

BSU13 Managing Flood Risk

BSU14: On site water management and surface water attenuation

BP5: South

BSGA1: Church End Growth Area

BSSA19: Chancel House Site allocation

Other material planning considerations include:

**National Planning Policy Framework (2019)**

**Supplementary Planning Documents/Guidance (SPD/SPG)**

Brent SPD1: Design Guide for New Development (2018)

Mayor's Sustainable Design and Construction SPG

National Planning Policy Guidance

National Design Guide

Brent Waste Planning Guide

## DETAILED CONSIDERATIONS

### 1. *Principle*

1.1 The proposal is for a new 6FE secondary school, on the Chancel House site within Church End Growth Area.

1.2 London Plan policy 3.16 states development proposals, which provide high quality social infrastructure, will be supported in light of local social infrastructure needs assessment. There is a demonstrable need for an additional secondary school within the borough, as evidenced by the emerging Infrastructure Delivery Plan which supports the Draft Local Plan. Given site availability and projected population growth, including in the immediate vicinity, Chancel House is the preferred location for a new secondary school to meet identified needs in the short to medium term. Without this provision there will be a deficit of places in Brent.

1.3 Whilst current site allocation CE5 allocates Chancel House for mixed-use development including housing and employment, this is from the 2011 Site Allocation DPD. This is not reflective of current social infrastructure demands. An extensive search was undertaken over a number of years to identify appropriate sites for secondary schools. Those that are appropriate and available are in very short supply. This is the only realistic site that has been identified outside existing school sites. Existing school sites will also be used to create additional supply. As such, although the proposed use is a departure from the current adopted Local Plan allocation, Draft Local Plan (Regulation 19) policy BSSA 19 allocates the site for a 6FE Secondary School to address the need for secondary school places discussed above. There has been no adverse responses to the site allocated within the draft Local Plan in relation to the representations received on the principle of the use of the site for a secondary school. As such this can be given weight. The general principle of the provision of a secondary school on this site is considered to be acceptable, resulting in significant benefits in relation to the provision of school places to meet an identified need.

1.4 In accordance with London Plan policy 3.16, the multiple use of premises is encouraged. Ensuring the shared use of sport and leisure facilities promotes community integration, and is necessary to ensure sufficient recreational provision for Brent's growing population. A Community Use Agreement (CUA) is therefore to be secured by condition to ensure dual use of facilities such as the sports halls and MUGA for non-members of the North Brent School.

## **2. Character and appearance**

### *Design, siting and mass*

2.1 Policy DMP 1 states that development will be acceptable providing it is amongst other things of a 'scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality.'

2.2 The existing office building measures 6 storeys in height with a width of 85m. The proposed school building would consist of two linked buildings with the main school building measuring a maximum of 5 storeys, with the linked sports hall and Multiple Use Games Area (MUGA) being of a comparable height. Whilst the proposed school building would occupy a greater width of the plot, the development would be comparable to the existing Chancel House building in terms of its height. Therefore whilst of a greater scale than the surrounding buildings, the scale and massing of the proposed building is considered to be appropriate within this context.

2.3 The footprint of the school building would be greater than that of the existing, nevertheless, it would suitably set back from Neasden Lane and would allow a good amount of space to be retained around the building. The provision of this would ensure that the resulting building does not dominate the plot and it would continue to provide an appropriate setting for a building that is evidently much greater in scale and size than those surrounding it.

2.4 In terms of materials, the front elevation, which is the most sensitive, comprises predominantly brick (in grey and buff) and some rain screen cladding, which would be in a variety of blues. The proposed use of the building is noted and therefore whilst surrounding uses are predominantly brick, the use of contemporary and colourful materials is acceptable. It is also noted that the re-development of the site would result in the loss of the concrete structure, which is not considered to be of any architectural merit, and makes little contribution to the locality. The replacement building would be a contemporary in its approach and would add interest to this stretch of Neasden Lane.

2.5 During the course of the application, amendments were sought to address concerns regarding the massing of the sports hall which occupies a similarly prominent position to the linked school building. In order to break up what was initially a very blank façade, ribbon windows were introduced and the zinc cladding broken up through the introduction of vertical brick piers. Noting the design restrictions due to the use of the building, the changes made are considered to appropriately address the initial concerns raised and therefore the development is considered to have an acceptable impact on Neasden Lane and the site's wider context.

### *Trees and landscaping*

2.6 The existing office building has a generous expanse of soft landscaping to the frontage as well as one mature weeping willow tree, all of which provides an attractive setting for the building and adds some welcome softening to Neasden Lane.

2.7 The proposed school building would be set further forwards of the existing office building which immediately reduces the area available for soft landscaping. However, it is acknowledged that the subject site is to comprise a 6FE school and therefore there are competing demands on the use of the space. Nevertheless, where possible soft landscaping has been incorporated to ensure an appropriate setting for the new school building. Grass and hedging is proposed to the frontage, although this would not cover the same area as that previously proposed, it would ensure a good degree of softening to the front. A number of trees are also proposed to be retained around the site, including the prominent and healthy Willow and the retention of the adjacent London Plane. There are currently 23 trees on site, with 6 of these proposed to be removed to facilitate the development. As well as the 17 trees to be retained, an additional 13 trees are proposed to be planted, meaning that there would be a net increase of trees on site.

2.8 In order to ensure the protection of the trees a condition will be attached to this permission requiring the submitted tree survey and arboricultural method statement to be adhered to. Additionally, a site supervision condition is also to be attached to ensure specialist input at key demolition and construction stages within the Root Protection Areas of retained trees.

2.9 In terms of landscaping to the school grounds, this is relatively limited given that a large amount of space around the building is to be for the use of the facilities associated with the school use. Where proposed, the majority of soft landscaping would be secured to the front of the site, with just small areas of hedging and some new trees planted to the rear of the site. However, it is acknowledged that whilst there is

considerably more soft landscaping to the front as existing, the rear is dedicated to car parking and therefore is entirely hard surfaced. The areas to the rear would not be viewed as a whole from surrounding vantage points and the full extent of the hardstanding would only really be appreciated from within the site. Therefore although, the ratio of hard to soft landscaping would clearly be disproportionate, however having regard to the nature of the use, the existing layout, together with the competing requirements in terms of space, the provision is considered acceptable.

### **3. *Impact on neighbouring properties***

3.1 The site is bordered by residential properties on Chapel Close and Denzil Road to the south and east. DMP1 states that development will be acceptable, amongst other things, when it ensures high levels of internal and external amenity.

3.2 SPD 1 provides guidance on how new development should be designed in order to safeguard the amenity of neighbouring residential properties and refers to the 30 and 45 degree rule in ensuring this. It also supports the use of 'Site Layout planning for daylight and sunlight: a guide to good practice'.

#### ***22 Neasden Lane***

3.3 The side boundary of this property runs parallel to the subject site and tapers from the front to the rear. The ground level of the Chancel House is on a higher ground level to this neighbouring property with an existing brick boundary wall delineating the boundary with the subject site and this neighbouring property. Due to the L shaped form of the proposed building, the rear projection would extend the entire depth of the rear garden of this neighbouring property, although there would not be any habitable room windows directed towards the site. When considered against the 30 degree rule, the development would comply. However, when considered in relation to the 45 degree rule, there would be a breach of this requirement. Nevertheless, given the 13m separation and the extent of the breach, together with the orientation of the building relative to the rear garden area, with the use of the site and existing arrangement, the transgression is not considered to be significantly harmful.

3.4 In order to further assess the impact of the development on this neighbouring property, the applicant has submitted a daylight/ sunlight report. There are a number of side facing windows to this neighbouring property at ground floor level, some of which are identified to be affected. However, given the size, nature and location of this windows, which are either non habitable or secondary windows, the impact on these is considered acceptable. All primary habitable room windows would meet or exceed BRE baseline targets for daylight/sunlight.

3.5 In terms of overshadowing BRE states that for a garden area to be adequately sunlit throughout the year, no more than half of the area should be prevented by buildings from receiving two hours of sunlight at spring equinox. In this case the reduction to the rear garden area would be from 56% to 28% and therefore 0.5 of its former value. However, it should be noted that the site is within the Church End Growth Area and BRE itself acknowledges that in certain growth/opportunity area aspirations for new jobs/housing/infrastructure may be undermined if all development is required to strictly adhere to standards and therefore these should be viewed as advisory.

#### ***5 and 7 Denzil Road***

3.4 As with 22 Neasden Lane, there would also be a transgression in to the 45 angle when taken from the rear boundary of 5 Denzil Road and the development would extend the entire width of the rear garden. There would also be a breach for a smaller part of the width of 7 Denzil Road but this is far less significant. However, it should be noted that the rear gardens of both of these properties are generously proportioned, measuring 23 m in depth and the breach would be from the less useable rear part of the garden. It is also noted in relation to no. 5 Denzil Road, which is considered to be the affected property, there are already a number of outbuildings affecting the rear garden, due to the garage along the rear boundary at Chancel House and the structures at no 3 Denzil Road positioned along their side boundary. Furthermore, there are existing mature trees that create a canopy over the rear of these gardens. Although it is acknowledged that the impact of a building is very different to trees and vegetation, the rear of these gardens experience a level of overshadowing and being enclosed and the proposed development would not result in any significant further harm. Given the length of the garden, at 23m, and noting that it is already affected to some extent, the breach can be accepted in this instance.

3.5 In terms of the daylight/ sunlight assessment, all habitable room windows and the garden areas of

both of 5 and 7 Denzil Road would meet or exceed BRE standards.

#### 12 and 43 Chapel Close

3.5 To the rear the development site extends along the side boundaries of 12 and 43 Chapel Close. Due to the form of the school the rear projection would sit in relatively close proximity to the side boundary of this property. Whilst there is a large amount of space adjacent the flank wall of this property it was identified on site that this area is used for parking, rather than any private amenity space and therefore the development is not considered to have any harmful overbearing impact on the private garden area of this adjacent property. As it is only secondary windows and non-habitable primary windows to the flank elevations of these property, they would continue to receive good levels of light. All windows assessed in the submitted report would meet BRE daylight and sunlight targets therefore retaining good levels of light.

#### 9-17 Denzil Road

3.6 The rear boundaries of these properties also abut the rear of the subject site. However, the rear boundaries are adjacent to open space rather than the building itself as is the case with 5 and 7 Denzil Road. The development would therefore fully comply with the 45-degree rule. The daylight/sunlight report submitted shows that these properties would continue to exceed BRE standards and the proposed development would have a negligible impact on the receipt of daylight and sunlight of the occupants of these neighbouring properties to both habitable rooms and garden spaces.

#### 12 and 43 Chapel Close

3.7 In relation to no. 12 Chapel Close, the flank elevation of this building would be adjacent the rear of the rear projection, although there would be a separate distance of 12m. Whilst there is a large space adjacent the flank elevation, it was identified on site that this was not used as garden space, but rather a parking area. When the 45-degree rule is applied from the useable garden space, there would be no breach and therefore the development would be acceptable in this regard. The submitted report, also identifies that there would be very limited overshadowing impact to the rear garden.

3.8 There are a number of side facing windows on the property, however, all but one of these are non-habitable. In the case of the habitable room, this is also served by a front facing window. When considered against targets there would be negligible losses and the windows would exceed BRE daylight and sunlight targets.

3.9 Any losses would be even smaller to 43 Chapel Close due to the relationship with the proposed development and therefore this property would not suffer from any material loss of light or overshadowing impacts as a result of the development.

#### Maundeby Court and Chantry Crescent

3.10 The daylight/sunlight report would also include an assessment of these properties. However, given the separation distances and the relationship of the building with these properties, for the most part these would have no greater impact than the existing situation.

#### Summary

3.11 When considering the impact of the development, in terms of daylight/sunlight, overshadowing and any overbearing impact in relation to immediately adjoining properties, it is acknowledged that there would be some breach of standards with regards to 22 Neasden Lane and 5-7 Denzil Road, namely in terms of the 45 degree rule and the overshadowing tests. However, SPD 1 is guidance and the specific wording is that development should '*normally*' be set below a 45 degree line taken from the garden edge. Whilst it should be achievable in most developments, noting the nature of the development, the number of pupils the school intends to cater for, the location within the Church End Growth area, the wider benefits to the borough and the fact that the site in question is the only realistic site identified to serve this purpose, the breaches are not considered significant, and therefore any harm identified would not outweigh the benefits of the scheme. When all factors are considered, the development would ensure good levels of internal and external amenity for surrounding residential properties as required by DMP 1 for adjoining neighbouring properties.

#### Noise

3.12 Due to the nature of the development and the proximity of the school grounds to neighbouring

properties, the development has the potential to result in noise disturbance. SPD 1 states that buildings and spaces should be designed in order to minimise potential noise.

3.13 In order to demonstrate that the development would have a satisfactory impact on the nearby residential properties, a noise assessment has been submitted to accompany the application. The noise assessment identifies four different points within the subject site which has residential buildings in close proximity. Ambient noise came from the Neasden Lane traffic which could be picked up towards the western area of the site with other levels of significant ambient noise coming from other traffic areas and recycling yard activity. BB93 standards (Acoustics design of schools: performance standards) have been used in the determination of accepted limits of noise from the premises. From the values, the limits are expected to be within the guidelines under this standard, and no greater than existing background noise levels. The development would therefore not result in any unacceptable noise levels to the detrimental of nearby residential properties. The noise assessment has been reviewed by environmental noise officers, who consider it to be acceptable.

3.14 In terms of the arrangement of the school itself, the noisy areas of the building have been positioned to the front, including music rooms and the main hall areas, with the individual classrooms positioned to the rear. Given that these would be individual teaching rooms for around 30 pupils, it is not considered that any particularly noisy activity would occur from the building itself that would result in any undue disturbance to nearby residential property, given the proximity of the school of building. In terms of the outdoor space, it is acknowledged that the grounds of the school would be in close proximity particularly to the rear gardens of 12 and 43 Chapel Close. It is difficult to determine the level of noise that might be generated by students congregating in these areas during recreation times. However, break times would be limited throughout the school day and would be within typical school hours and therefore whilst there might be periods where noise would increase, due to the number of pupils that could potentially use the area, nearby residents would not be subjected to this for prolonged periods. It is also noted that the school includes indoor recreation areas, which would likely reduce the number of pupils requiring use of outdoor space at any given time. Whilst there are outdoor games courts these would again be used throughout the school day and given that it would be individual classes occupying these courts at any one time, it is not considered that the noise generated would result in any excessive disturbance. Nevertheless, in order to ensure that the neighbouring residential properties are not adversely affected by noise disturbance, the hours of operation for the rear games should be limited within the community use agreement to ensure there are not excessive impacts that are beyond what would reasonably be expected with a school use.

#### **4. Transport**

4.1 This development is likely to generate significant number of trips at school opening and closing times, so a Transport Assessment has been submitted to support the proposal.

##### *Site Layout*

4.2 In terms of car parking, allowances for schools are set out at Appendix 1 of the adopted DMP 2016 and allow up to one space per 5 staff for locations with moderate access to public transport services such as this. A total of 115 staff are proposed to be employed at the school, so up to 23 off-street parking spaces would be permitted. The proposed provision of 11 spaces is therefore acceptable, being within the maximum allowance.

4.3 One of the spaces is shown widened and marked for disabled persons, in accordance with Brent's standards for disabled parking.

4.4 At least four spaces (three active & one passive) will also need to be equipped with electric vehicle charging points and this has been acknowledged by the applicant. A condition is recommended to this end, as the electric vehicle charging points are not shown on the plans.

4.5 In terms of layout, the space closest to the site entrance appears inaccessible, being set behind the entrance gates and with less than the required 5.5m turning space, however the overall parking provision is considered to be acceptable and the layout of the remaining spaces meets standard dimensions.

4.6 The continued use of existing northernmost access from Neasden Lane (with widened 5m kerb radii) is acceptable, subject to the addition of tactile paving and improved surfacing, with suitable sightlines available in both directions. Any modest alterations to the kerbline can be covered within a s278 agreement to ensure that the requirements of the highway authority are met. The proposed gates are shown suitably set back from the highway boundary to allow vehicles to wait clear of Neasden Lane whilst they are opened and

closed.

4.7 The central and southernmost crossovers will no longer be required though and these sections of the highway must be reinstated to footway at the developer's expense as a condition noting the requirement of s278 to ensure highways works are carried out.

4.8 Policy DMP12 also requires that any overspill parking that is generated can be safely accommodated on-street. In this regard, the site is located within a CPZ, so the opportunities for parking by staff and parents around the site is very limited, with the nearest unrestricted parking being in Mayo Road, some 400m (5 minutes' walk) south of the site.

4.9 As a secondary school, car use amongst pupils is in any case much lower than experienced for primary schools and those pupils that are brought to the site by car are likely to be dropped off and picked up much further from the site, rather than directly outside the school gates. It is also noted that core school hours are proposed to be relatively early (8.25am-2.45pm), which will help to keep any school traffic away from the main network peak hours.

4.10 Delivery and refuse collection vehicles are also to use the northern entrance to access the site, with the intention being that they pass through the car park and a further set of gates to access the north eastern corner of the site, where a shared service yard/future play space is indicated. Tracking has been provided to show that vehicles up to a 12m long refuse vehicle can turn within this area. Bin storage is proposed at the eastern end of the car park, so under these arrangements, refuse vehicles would be able to access the bins easily enough.

4.11 The practicality of sharing the use of the service yard area between vehicles and children is not ideal, however it is accepted that this could be effectively managed through a Delivery & Servicing Plan to ensure delivery vehicles do not enter the playground when pupils are present. The Delivery and Servicing Plan is requested by condition.

4.12 The proposal also involves the use of private buses to bring pupils to and from the school from the North Wembley Area. The applicant initially proposed up to four coaches in the morning and four coaches in the afternoon for this purpose. Whilst tracking diagrams and a drop off/pick up procedure was submitted to demonstrate that the site could accommodate certain size coaches with turning space, as the area is quite constrained it would be inadequate to serve the frequency of coaches, particularly as it would be a shared space and would prevent the car parking spaces being accessed.. Concerns were also raised by TfL with regards to practicality and pupil safety if this arrangement were to be accepted. During the course of the application it was agreed that the site could comfortably accommodate one coach in the morning and one in the afternoon for the purposes of bringing pupils from the North Wembley Area. This arrangement would exclude any coaches needed for more infrequent journeys such as schools trips or sports events. Full details of on site coach arrangements are to be secured through a coach management plan.

4.13 Given the issues with private coaches being accommodated on site, pupils would therefore need to rely more heavily on public transport. The impact on bus services is therefore likely to be significant and Transport for London, under whose remit bus services fall, have considered the implications the proposed school would have on bus capacity routes passing the site. To ensure sustainable and safe journeys to the school, a TFL contribution to enhance bus services has been agreed and this payment of up to £750,000 (or an appropriate agreed financial contribution or mitigation strategy) would be secured through an obligation within the S106 agreement. This payment would allow the capacity of the buses within the network to be improved and is a practical method for the pupils to access the school.

### *Cycle Parking*

4.16 London Plan cycle parking standards would require about 170 bicycle parking spaces for pupils and staff. Indicative bicycle parking for up to 172 bikes on two-tier racks has been shown in six locations along the front of the site.

4.17 Of these, 94 are shown as potential future spaces, to be provided as the school grows towards full capacity by 2029, rather than being provided at the outset. For this approach to be acceptable, demand for bicycle parking will need to be very carefully monitored through the Travel Plan and provision increased as and when demand reaches 75% of existing provision. Funding will also need to be safeguarded for this and

the difficulty of keeping a sum set aside means it would be far preferable to provide the full cycle parking standard at the outset.

4.18 In terms of pedestrian access, separate entrances are proposed from Neasden Lane for pupils, visitors and for the sports facilities. The entrance gates at the pupil entrance are shown set back 6.5m from the carriageway edge, which is welcomed as providing additional space for pupils to muster at the beginning and end of the school day.

4.19 In terms of landscaping, the car park aisle and access road is to be surfaced in asphalt, with the parking spaces surfaced in gravel. Block paving is proposed for parts of the service yard and the areas of bicycle parking, whilst concrete paving slabs are proposed for footpaths through the site. These materials are all considered appropriate for their relative uses.

#### *Network Impacts*

4.20 In order to estimate the number of trips that are likely to be generated on the local transport networks, travel data from three other secondary schools in Brent has been examined. For robustness, it has been assumed that all 1150 pupils and 115 staff would arrive and leave during one hour, although in reality trips are likely to be spread across a longer time period, particularly in the afternoon if after-school activities are hosted.

4.21 Modal share information from the other schools suggests that about 11% of secondary school pupils are taken to and from school by car, with 43% using public transport, 44% walking and 2% cycling. The restrained level of car parking proposed means that staff trips by car are also likely to be low, with 13% of staff estimated to drive to the site and 4% to travel as car passengers. This leaves 78% using public transport, 9% walking, 6% cycling and 2% using motorbikes.

4.22 In terms of vehicle trips each peak hour, assuming some pupils car share with friends or siblings, about 106 cars would bring pupils to the school, although many would be pass-by trips that may stop further afield than Neasden Lane. A total of 15 arrivals in the morning peak hour and 15 departures at the end of the school day would be expected by school staff in cars.

4.23 Although no surveys of existing trips to and from the existing office building when it was last in use have been provided, it is likely that the number of peak-hour car trips on the network as a result of the redevelopment as a secondary school would far fewer than for the existing office building with its extensive car park. There is not therefore considered to be any need to undertake any junction capacity assessments for the local highway network.

4.24 With regard to public transport trips, a total of 432 bus journeys and 137 rail journeys are predicted at the start and finish of the school day. This amounts to an average of 12 additional passengers per bus on the three routes passing close to the site and 3-4 passengers per tube service passing Neasden station.

4.25 Walking and cycling trips are estimated to total 513 and 33 trips at the start and finish of the school day respectively. To examine the impact of these additional journeys, an Active Travel Zone assessment has been carried out for streets in the wider area (four routes to Neasden town centre, Church Road area, Willesden High Road and Dollis Hill station were examined).

4.26 Focusing on the locations of serious accidents in the area and weak points along the four examined routes, a number of recommendations for improvements to the networks for pedestrians and cyclists were put forward in Tables 5.1 and 5.2 of the Transport Assessment. Particular focus is placed on improving cycle route facilities and markings along the routes, improvements to paving and kerbing and the provision of increased seating, litter bins and planting.

4.27 None of these improvements are absolutely necessary to make the school scheme acceptable, but should form the focus of any wider Community Infrastructure Levy funding improvement works for the area.

4.28 A Road Safety Assessment has been submitted which shows a new Puffin Crossing directly outside of the school entrance gates. Whilst there is an existing crossing 100m to the south, concerns were raised during the course of this application, that the location of this crossing relative to the school entrance would not be adequate for pupil safety, due to their desire lines when alighting and boarding bus services. The Puffin Crossing is therefore a welcome addition and would ensure better pupil safety, not only for those using the nearby bus stops but also those approaching the school from Neasden Station.



4.29 In addition to the relocated crossing, suitable signage for the school is to be provided, including SCHOOL KEEP CLEAR zig-zag markings (n.b. these have been marked on the drawing at Appendix E of the Transport Assessment across the car park entrance, but are more important to provide across the main pupil entrance gates) and school advance warning signs. Additional guardrailings will also be considered if necessary.

#### *School Travel Plan*

4.30 To help to discourage car use to the site, a School Travel Plan is proposed to be implemented by a School Travel Plan Co-ordinator and to this end, a draft document has been submitted with the application.

4.31 This is intended to follow TfL's STARS accreditation system for Travel Plans and lists 30 potential measures to be included in an initial Action Plan for the school, from which the school will be able to select preferred measures. The aim will be to steadily increase the number of measures employed over the seven year course of the Travel Plan so that Gold accreditation can ultimately be achieved.

4.32 The proposed targets are to reduce the percentage of pupils being brought to the school by car from the baseline estimate of 11.1% to 6.6%, with walking and cycling trips increasing by 3 and 4.5 percentage points respectively. For staff, the aim will be to reduce the percentage of trips by car drivers to 10% over the seven years of the Travel Plan, with walking trips increased from 8% to 12% and cycling from 5% to 8%.

4.33 To monitor progress, an initial survey of travel patterns will be undertaken within six months of the school opening to obtain a measured baseline modal share. Further surveys will then be undertaken annually to assess progress in accordance with the STARS programme.

4.34 The Travel Plan is welcomed and its operation should be secured through an appropriate condition or legal agreement, with a full Travel Plan to be approved prior to first occupation of the school.

#### **Construction Impact**

4.35 Consideration has been given to construction impact during the building of the school from January 2020 – January 2022, which will have to be revised. This will be developed into a full Construction Logistics Plan, written in accordance with TfL guidance, to be implemented prior to works commencing. The aim will be to maximise safety and minimise congestion and emissions around the site, through reducing car trips by staff, avoiding peak hour deliveries, using greener vehicles and sustainable transport modes and promoting efficiency.. This is to be secured through a planning condition

#### **Transport Summary**

In summary there are no objections to the development on transport grounds subject to (a) the undertaking of highway works through a S278 Agreement under the Highways Act 1980 to (i) install a new Puffin crossing on a raised speed table adjacent to the schools pedestrian entrance to include the removal of on street parking bays along the western side of Neasden Lane and potential removal of the existing crossing on Neasden Lane to the south of the site, in general accordance with drawing 3220-1100-T-021B (ii) provide SCHOOL KEEP CLEAR markings on Neasden Lane in front of all main entrances to the school; (iii) provide advance school warning signs; (iv) provide guardrailings in front of the school entrance (subject to further consideration); (v) provide 5m radius kerbs, tactile paving and a resurfaced crossover at the car park access; and (vi) remove all existing redundant crossovers and reinstate them to footway with full-height kerbs; (b) the provision of four (2 active & 2 passive) electric vehicle charging points within the car park; (c) submission and approval of a full School Travel Plan based upon the submitted draft School Travel Plan prior to occupation of the school; (d) submission and approval of a Delivery, Servicing and Coach Management Plan prior to occupation of the school; (e) submission and approval of a Construction Logistics Plan prior to the commencement; and (f) A financial contribution for TfL to offset the development's impact on the capacity of the bus network and/or otherwise agreed mitigation.

### **5. Sustainability**

5.1 Policy 5.2 of the London Plan requires that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the 'be lean, be clean, be green' hierarchy. For non domestic buildings, a minimum 35 per cent reduction on carbon emissions over Part L of building regulations is required. The submitted development complies with the London Plan in so far as the

development has prioritised the efficiency of the fabric in the first instance and incorporates renewable energy. However, the submitted statement only confirms a 27.5% reduction in carbon emissions which would fail to comply with London Plan requirements. The applicant has stated that there is a significant cost associated with achieving the 35% reduction. Given the nature of the development, being a new state school, there is a capped budget for the site purchase, demolition and construction. 5.2 (c) states that carbon dioxide emissions should be met on site, however, it goes on to state that where it is clearly demonstrated that the specific targets cannot be fully achieved on site, any shortfall may be provided off site through a cash in lieu contribution to the relevant borough. In this case, the applicant has calculated a payment of £24,932 to be secured through a section 106 agreement.

5.2 The submitted sustainability statement has been reviewed by the Council's Sustainability Officer and it is agreed that the strategy is reasonable. Whilst further discussions have taken place with the applicant in order to try and boost this percentage figure, this has not been achieved. However, the wider benefits of the scheme need to be taken in to account in the assessment of this application. Whilst such a shortfall might not normally be acceptable, the nature of the development and the fact that there is a wider demonstrable need for an additional secondary school within the borough, as evidenced by the emerging Infrastructure Delivery Plan which supports the Draft Local Plan, it is not considered reasonable in light of this demand to refuse the application on this basis. Furthermore, discussions have taken place with the applicant in relation to how the design could be maximised to reduce carbon emissions. It was considered that the most feasible way would be to enhance the number of PV panels, however it is accepted that this has already been maximised and the area of the roof that could accommodate the PV panels is limited due to the MUGA and the necessary plants and access to these.

5.3 The application has also been accompanied by a BREEAM pre-assessment demonstrating that the building can achieve an Excellent rating. An interim and post completion certificate to demonstrate this is requested by condition to ensure there is a commitment to achieving this excellent rating.

5.4 The development would therefore fail to comply with emerging London Plan Policy SI2 of the London Plan, although the developer has shown commitment to minimising carbon dioxide emissions in the context of the framework. However, given local needs and with all matters considered, this shortfall can be accepted.

## **6. Flood Risk**

6.1 The subject site is located in an area susceptible to surface water flooding, being within Flood Zone 3a. A Flood Risk assessment and sustainable urban drainage plan has been submitted by the applicant to demonstrate that consideration and provision has been made for the installation and management of measures for the control and reduction of surface water run off.

6.2 Whilst there is a generous proportion of soft landscaping to the front of the site, the majority of the site is occupied by the hard surfaced car parking area and the footprint of the building. There are currently no SuDs features present with most of the surface water run off routed directly to the surface water sewer.

6.3 The submitted information identifies a number of measures that care to be incorporated within the new development in order to safeguard the site from surface water flooding. Amongst the measures identified, are the inclusion of attenuation storage tanks, blue roofs and porous pavements.

6.4 The local authority drainage engineer has been consulted on the application and has confirmed that proposed measures, would ensure that the proposed development does not increase flood risk to the site, but would significantly reduce it by a substantial amount through reduced discharge to greenfield rates.

## **7. Equalities**

7.1 In line with the Public Sector Equality Duty, the council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation)

## **8. Conclusion**

The proposed development would meet an identified need in the borough, with the site being

identified as one of the only ones suitable within the borough to accommodate a new secondary school. The scale and design of the building is considered to be appropriate for its context. Although there have been some shortfalls and the proposal would be a departure from the development plan policy, any harm identified is considered to be clearly outweighed by the wider benefits of the scheme.

## DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

## DECISION NOTICE – APPROVAL

Application No: 19/2804

To: Rory McManus  
Turley  
8th Floor  
Lacon House  
84 Theobalds Road  
London  
WC1X 8NL

I refer to your application dated **07/08/2019** proposing the following:

Demolition of existing buildings and construction of a secondary school with sixth-form arranged in a 5 storey building incorporating a multi-use games area (MUGA) at roof level and incidental works to include landscaping, play-areas, means of enclosure, access and car and cycle parking  
(Departure from Local Plan, however site allocated for education use in emerging Brent Local Plan 2019 – BSSA19)

and accompanied by plans or documents listed here:  
See condition 2

at **Chancel House, Neasden Lane, London, NW10**

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: 01/06/2020

Signature:

**Gerry Ansell**  
Head of Planning and Development Services

### Notes

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

DnStdG

**SUMMARY OF REASONS FOR APPROVAL**

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

National Planning Policy Framework (2019)  
London Plan (2016)  
Draft Local Plan (2020)  
Core Strategy (2010)  
Draft London Plan (2020)  
Brent Development Management Policies (2016)  
SPD 1 - Brent Design Guide (2018)

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawings and documents:

10010 Rev P01  
10100 Rev P01  
10101 Rev P01  
10102 Rev P02  
10103 Rev P02  
10104 Rev P02  
10105 Rev P02  
10110 Rev P01  
10200 Rev P02  
10300 Rev P01  
19-407-TLP-PA01  
19407-TLP-CP06  
10601 Rev P01  
19407-TLP-PA06  
19407-TLP-PA05  
FS0616-BMD-ZZ-00-DR-D-59000-P03

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

- 3 Details of materials for all external work shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the relevant works. The work shall be carried out in accordance with the approved details.

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

- 4 The works shall be carried out in full accordance with the measures specified in the submitted Arboricultural Method Statement and Tree Protection Plan ( Simon Pryce Arboriculture dated 20 April 2019).

Reason: In order to ensure that nearby trees are safeguarded during the works.

- 5 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

The applicant must employ measures to mitigate the impacts of dust and fine particles generated by the operation. This must include:

- (a) damping down materials during demolition and construction, particularly in dry weather conditions,
- (b) minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,
- (c) sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,
- (d) ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,
- (e) utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,
- (f) installing and operating a wheel washing facility to ensure dust/debris are not carried onto the road by vehicles exiting the site.
- (g) the use of demolition equipment that minimises the creation of dust.

Reasons: To protect local amenity and air quality in accordance with Brent Policy EP3 and London Plan policies 5.3 and 7.14

- 6 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with Brent Policy EP3 and London Plan policies 5.3 and 7.14

- 7 Prior to first occupation of the development hereby approved, 2 active and 2 passive electric vehicle charging points shall be provided and made available for use with the approved car parking spaces on site. The provision of electric vehicle charging points shall be in accordance with adopted London Plan standards, providing both active and passive charging points, unless otherwise agreed in writing with the local planning authority.

Reason: To encourage the uptake of electric vehicles as part of the aims of the adopted London Plan policy 6.13.

- 8 Prior to the occupation of the development hereby approved, the applicant shall submit a Delivery and Servicing Plan detailing the arrangements so to ensure delivery vehicles do not enter the playground when pupils are present.

The delivery and service plan shall be submitted to and approved in writing by the Local Planning Authority and the measures outlined should be implemented and adhered to in full for the lifetime of the development unless otherwise agreed in writing by the local planning authority

Reason: In the interests of highway safety and to comply with DMP 12.

- 9 Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011 + A2:2017 and the Environment Agency's current Land Contamination Risk Management Guidance. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an

assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report is subject to the approval in writing of the Local Planning Authority.

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

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

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

- 11 Within 6 months of a material start a BREEAM Interim Stage Certificate shall be submitted to and approved in writing by the local authority to confirm that the development is likely to achieve a BREEAM Excellent Rating.

Reason: To ensure the development is designed and constructed to improve environmental performance and adapt to the effects of climate change over time. .

- 12 Prior to the first occupation of the development hereby approved, a community use agreement, shall be submitted to and approved in writing by the local planning authority in consultation with Sports England. The agreement shall apply to the sports hall and MUGA, and shall include details of pricing policy, hours of use, access by non North Brent School members, management responsibilities and a mechanism for review. The development shall then be used in accordance with the approved details.

Reason: To secure well managed safe community access to the sports facility to ensure sufficient benefit to the development of sport and the wider community and to accord with DMP 1.

- 13 Notwithstanding the approved drawings, the doors/gates to the MUGA and sports hall shall open outwards

Reasons: In the interests of sports safety.

- 14 The development hereby approved shall not be occupied until confirmation has been provided that either:- 1.All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or - 2. A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development.

- 15 The development hereby approved shall not be occupied until confirmation has been provided that either:- all surface water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason - Network reinforcement works are likely to be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding

and/or potential pollution incidents.

- 16 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy.

- 17 Prior to the first occupation of the development hereby approved, 78 secure cycle spaces shall be laid out and provided on site in accordance with the details indicated on drawing no. 19407-TLP-PA01 The cycle parking shall then be retained as approved for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

Reason: To ensure adequate provision for cyclists and in the interests of sustainable transport.

- 18 The approved bin storage facilities shall be installed and made available for use prior to first occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the development hereby approved.

Reason: In the interest of highway flow and safety.

- 19 Within six months of commencement of the development, details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the lighting fixtures, luminance levels within and adjoining the site. The lighting shall not be installed other than in accordance with the approved details.

Reason: In the interests of safety and the amenities of the area.

- 20 The maximum number of coaches allowed on site is one vehicle between the hours of 8:00am to 9:00am and one between the hours of 15:00 to 16:00.

At other times to meet the requirements for occasional school trips, the frequency of such to be agreed with the local planning authority, more than one coach is permitted on the site subject to sufficient school staff are present within the coach set down / pick up area to manage the movement of pupils onto / off the coaches and the on-site coach manoeuvrings.

The arrangements for managing the Coach set down and pick up are to be set out in a Car / Coach Parking Management Plan to be submitted to and approved in writing by the Local Planning Authority before occupation of the school.

Private coaches not exceeding 11m in length are permitted to drop off and pick up on site provided they are capable of turning around within the site so as to access and exit the site in a forward direction.

No on street coach parking outside the school site is permitted.

Reasons: In the interests of highway and school safety.

- 21 Details of the landscaping within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development (excluding any demolition, site clearance and the laying of foundations). Such details shall include:



- (i) A planting plan for the site
- (ii) Provision of any walls, fences, gates or other form of boundary treatment to be provided or retained;
- (iii) Details of surfacing materials for hard landscaped areas within the site

The hard and soft landscape works and boundary treatments shall be carried out in full accordance with the as approved details prior to the first occupation of the development hereby approved, unless alternative timescales have been submitted to and approved to be agreed in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved timescales .

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced in the same positions with others of a similar size and species, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality, in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

- 22 Prior to first occupation of the development, a Post Construction Stage Review BRE Certificate shall be submitted to and approved in writing by the Local Planning Authority, The Certificate shall demonstrate that the Development has achieved BREEAM "Excellent" unless otherwise agreed in writing by the Local Planning Authority. The development shall be maintained so that it continues to comply for the lifetime of the development.

Reason: To ensure the Development is designed and constructed to improve environmental performance and adapt to the effects of climate change over time. .

- 23 Prior to the commencement of development a Construction Logistics Plan, written in accordance with TfL guidance, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: To maximise safety and minimise congestion and emissions around the site.

- 24 Prior to the occupation of the development hereby approved details of how the development shall be designed to allow future connection to a district heating network should one become available, shall be submitted to and approved in writing by the local planning authority and the development shall be completed in accordance with the approved details.

Reason: To ensure the development is in accordance with the principles of London Plan Policy 5.6

## INFORMATIVES

- 1 In accordance with draft London Plan Policy D11, the application shall submit a fire statement, produced by a third party suitably qualified assessor.
- 2 Brent Council supports the payment of the London Living Wage to all employees within the

Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.

- 3 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)
- 4 The proposed development is located within 15m of our underground water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures. [https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_developers.thameswater.co.uk\\_Developing-2Da-2Dlarge-2Dsite\\_Planning-2Dyour-2Ddevelopment\\_Working-2Dnear-2Dor2Ddiverting2Dour2Dpipes&d=DwIFaQ&c=OMjwGp47Ad5otWI0\\_\\_lpOg&r=G\\_hzVySAkixNx\\_E\\_J\\_EjNJR\\_FDWFjexJLES8DRQ06qKk&m=YI4yBM67yIYGnNDPhbQjFmbf1FLavz42CbnzNBJustM&s=mANg1HbLXlkh7i0RGcCTN48pgb6M68AfYRE5J2KAKBE&e](https://urldefense.proofpoint.com/v2/url?u=https-3A__developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Planning-2Dyour-2Ddevelopment_Working-2Dnear-2Dor2Ddiverting2Dour2Dpipes&d=DwIFaQ&c=OMjwGp47Ad5otWI0__lpOg&r=G_hzVySAkixNx_E_J_EjNJR_FDWFjexJLES8DRQ06qKk&m=YI4yBM67yIYGnNDPhbQjFmbf1FLavz42CbnzNBJustM&s=mANg1HbLXlkh7i0RGcCTN48pgb6M68AfYRE5J2KAKBE&e).  
  
Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk)
- 5 There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.  
  
[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_developers.thameswater.co.uk\\_Developing-2Da-2Dlarge-2Dsite\\_Planning-2Dyour-2Ddevelopment\\_Working-2Dnear-2Dor-2Ddiverting-2Dour-2Dpipes&d=DwIFaQ&c=OMjwGp47Ad5otWI0\\_\\_lpOg&r=G\\_hzVySAkixNx\\_E\\_J\\_EjNJR\\_FDWFjexJLES8DRQ06qKk&m=YI4yBM67yIYGnNDPhbQjFmbf1FLavz42CbnzNBJustM&s=mANg1HbLXlkh7i0RGcCTN48pgb6M68AfYRE5J2KAKBE&e](https://urldefense.proofpoint.com/v2/url?u=https-3A__developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Planning-2Dyour-2Ddevelopment_Working-2Dnear-2Dor-2Ddiverting-2Dour-2Dpipes&d=DwIFaQ&c=OMjwGp47Ad5otWI0__lpOg&r=G_hzVySAkixNx_E_J_EjNJR_FDWFjexJLES8DRQ06qKk&m=YI4yBM67yIYGnNDPhbQjFmbf1FLavz42CbnzNBJustM&s=mANg1HbLXlkh7i0RGcCTN48pgb6M68AfYRE5J2KAKBE&e)

Any person wishing to inspect the above papers should contact Paige Ireland, Planning and Regeneration,  
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 3395