

Committee Report
Planning Committee on 2 February, 2011

Item No. 6
Case No. 10/2994

RECEIVED: 22 November, 2010

WARD: Fryent

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Kingsbury High School Annexe, Bacon Lane, London, NW9 9AT

PROPOSAL: Permission for phased development comprising Phase 1: erection of two-storey temporary school building with associated internal access road, car park, hardstanding play area, landscaping and new means of vehicular egress onto Bacon Lane (south) (3-year permission); and Phase 2: erection of single-storey permanent school building with associated hardstanding for sport and recreation, associated ancillary development and retention of means of vehicular egress onto Bacon Lane (south).

APPLICANT: Education Department

CONTACT: NTR Planning

PLAN NO'S:

See condition 3

RECOMMENDATION

Approve temporary planning permission for Phase 1 decant for three years and full planning permission for Phase 2 legacy works thereafter.

EXISTING

This site is located in the south-eastern corner of the Kingsbury High School Annexe campus, which is primarily accessed via Bacon Lane (north) (a local residential access road); Bacon Lane forms the western boundary of the Roe Green Village Conservation Area. A further lightly used access is available directly onto Stag Lane (a local distributor road).

The decant site is located between the existing school building and the rear of residential units on Stubbs Close and currently forms part of the playing fields for the school. The land is currently grassed and flat, marked with sports pitches in the summer. Some trees are present on and around the site near the boundaries. Due to the open nature of the south-western boundary, this part of the playing fields contribute to the open nature of Roe Green Park itself, which lies beyond that boundary.

At present, parking provision is limited to about 43 spaces (mainly unmarked) to the front and south-eastern sides of the main Kingsbury High School building, with further informal parking tending to occur on grass verges around the site. A further 80 or so spaces are located at the Princes Avenue campus

On-street parking in the surrounding area is generally unrestricted and tends to be lightly parked, although the narrowness of roads to the north means parking space in those streets is limited

Public transport access to the site is moderate (PTAL 2), with six bus services within 640 metres (8 minutes' walk).

PROPOSAL

This planning application seeks approval for a two-phased development, as follows:

Phase 1 - Decant

Phase 1 of this application involves the temporary relocation of the majority of the Hay Lane and Grove Park Special Needs Schools from their existing sites on Grove Park to this site for a temporary period of two-three years (scheduled for September 2011-September 2013/4) whilst those schools are demolished and a new permanent joint school is constructed (see parallel application 10/2996).

The proposed temporary accommodation will comprise a two-storey building (2,620m²) containing a total of 20 classrooms plus a music room, a main hall, a library/computer room and staff offices and meeting rooms. This will accommodate 150 of the 210 existing pupils, with those aged over 16 remaining in the post-16 block at the rear of the existing school site.

Parking is proposed for eight cars (incl. four disabled), nine minibuses and 20 bicycles to the front of the building, accessed via the main school entrance from the end of Bacon Lane (north) along existing single-width access roads across the front of the High School. A new temporary vehicular egress route is proposed from the site to Bacon Lane (South) via the route of the existing public footpath across the northern side of Roe Green Park.

This application includes proposals to implement a earlier planning permission for ten parking spaces in front of the school, on an area of existing grass verge, and sepeately 47 spaces to the rear, on an existing tennis court . Those at the rear are intended to be temporary only, to accommodate staff at the temporary Village School.

Phase 2 - Legacy

Phase 2 will involve the removal of the temporary school buildings from the site, with the exception of 861 sq.m of the modular building which will then be re-sited to the east of the main Kingsbury High School building where the temporary 47 spaces of Phase 1 are located.

This single storey building would provide nine permanent classrooms to provide additional teaching space, not to facilitate an increase in the school roll.

The phase 2 legacy proposals will also include the retention and alteration of the hardstanding area to form a Sport England-compliant Multi Use Games Area (MUGA), with the exception of an area which will removed to provide enhanced boundary landscaping.

The egress to Bacon Lane (South) would be removed and the roadway and landscaping reinstated to parkland.

HISTORY

The most significant recent permission relating to the school's own infrastructure was granted in 1998 for the erection of a 2-storey extension to the west of the existing school (ref 98/0859).

With regards to the provision of additional vehicle parking on the Bacon Lane site, planning permission was granted under reference 08/3074 for the provision of ten hardstanding parking

spaces along the western flank of the site upon land currently forming part of the grassed amenity space around the school. This formed part of an application for the 'erection of chain-link mesh boundary fence surrounding the existing tennis court with provision of landscaped area'. It is not clear that this has been implemented as the proposed surface was 'grasscrete' but on two separate site visits vehicles have been parked in this location. The approved plan also shows additional screen planting which has not been implemented.

The application will include these ten spaces and appropriate landscaping.

POLICY CONSIDERATIONS

Local

The development plan for the purposes of S54A of the Town and Country Planning Act is the Adopted Brent Unitary Development Plan 2004, the Brent Core Strategy 2010 and the London Plan (Consolidated with Alterations since 2004).

Brent Unitary Development Plan 2004

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

Strategic

- STR3 In the interests of achieving sustainable development (including protecting greenfield sites), development of previously developed urban land will be maximised
- STR5 Reduces the need to travel, especially by car.
- STR6 Parking controls
- STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.
- STR13 Environmentally sensitive forms of development will be sought
- STR14 New development should make a positive contribution to improving the quality of the urban environment
- STR15 Major development should enhance the public realm

Built Environment

- BE2 Townscape: Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for Disabled People
- BE5 Urban Clarity & Safety
- BE6 Public Realm: Landscape Design
- BE7 Public Realm: Streetscape
- BE9 Architectural Quality
- BE12 Sustainable Design Principles
- BE25 Development in Conservation Areas
- BE33 Tree Preservation Orders

Housing

- H22 Protection of Residential Amenity

Transport

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN4 Measures to make transport impact acceptable

- TRN10 Walkable environments
- TRN11 The London cycle network, schemes should comply with PS16
- TRN12 Road safety and traffic management
- TRN13 Traffic calming
- TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.
- TRN16 The London Road Network
- TRN20 London Distributor Roads
- TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.
- TRN30 Coaches and taxis should be accommodated to ensure unloading or alighting does not obstruct the highway
- TRN35 On transport access for disabled people and people with mobility difficulties.
- PS12 Car parking standards – Class D1
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

Open Space, Sport & Recreation

- OS9 Dual Use Open Space

Community Facilities

- CF7 New Schools
- CF8 School Extensions
- CF9 Temporary Classrooms
- CF10 Development Within School Grounds

Brent Core Strategy 2010

The following spatial policies are considered relevant to this application:

- CP 1 Spatial development strategy
- CP 5 Place making
- CP 6 Design & density in place shaping
- CP 15 Infrastructure to support development
- CP18 Protection and enhancement of Open Space, Sports & Biodiversity
- CP 19 Brent strategic climate mitigation and adaptation measures
- CP 23 Protection of existing and provision of new community and cultural facilities

Brent Supplementary Planning Guidance

SPG 17 “Design Guide for New Development” Adopted October 2001

Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

SPG19 “Sustainable Design, Construction & Pollution Control” Adopted April 2003

This supplementary planning guidance focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants. It emphasises environmentally sensitive, forward-looking design, and is consistent with current government policy and industry best practice, aiming to be practicable and cost-effective.

Regional

London Plan 2008

The London Plan, which was adopted in February 2004 and revised in 2006 and 2008, sets out an integrated social, economic and environmental framework for the future development of London. The vision of the Plan is to ensure that London becomes a prosperous city, a city for people, an accessible city, a fair city and a green city. The plan identifies six objectives to ensure that the vision is realised:

- Objective 1: To accommodate London's growth within its boundaries without encroaching on open spaces
- Objective 2: To make London a healthier and better city for people to live in;
- Objective 3: To make London a more prosperous city with strong, and diverse long term economic growth
- Objective 4: To promote social inclusion and tackle deprivation and discrimination;
- Objective 5: To improve London's accessibility;
- Objective 6: To make London an exemplary world city in mitigating and adapting to climate change and a more attractive, well-designed and green city.

National

Planning Policy Statement 1 – Creating Sustainable Communities (2005)

This PPS replaces PPG1 – General Principle and Policy (Feb 1997) supports the reform programme and sets out the Government's vision for planning, and the key policies and principles, which should underpin the planning system. These are built around three themes: sustainable development – the purpose of the planning system; the spatial planning approach; and community involvement in planning.

Planning Policy Guidance 13 – Transport (2010)

PPG13 outlines the Government's aim of achieving reduced car dependency via transport and planning policies that are integrated at the national, strategic and local level. The guidance places an emphasis on putting people before traffic, indicating that new development should help create places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport.

Planning Policy Statement 17: Planning for Open space, Sport and Recreation

The general thrust of this advice relates to planning for new urban open space and recreational developments, particularly the protection of existing facilities. In considering applications for floodlighting, local authorities should ensure that local amenity is protected.

SUSTAINABILITY ASSESSMENT

Decant: phase 1

Since the decant building is only a temporary structure it is not necessary for it to achieve as high a score on the sustainability checklist as permanent development; a score of 25% will be sufficient.

The sustainability officer has assessed the school and scored it at 20.5%, which is below the target of 25%. Some additional evidence and measures are needed to improve the sustainability standard of the proposal however the sustainability officer has discussed this with the relevant consultant and it is not considered a difficult task to achieve the addition 4.5% required. As such these matters can be secured by condition where details can be provided prior to construction to ensure the proposed sustainability level is achieved.

Legacy: phase 2

Due to the size of the legacy building (less than 1000ssqm), it is not required to meet the Council's policies on sustainability.

Summary

In respect of sustainability matters, your officers are satisfied that UDP policy BE12, Core Strategy policy CP19 and the objectives of SPG19 would be met.

CONSULTATION

Local

Local residents, business and schools etc up to 620m away, a total of 774 addresses, were consulted on 2 December 2010. A press notice and site notices were posted on 6 December. Ward Councillors for Fryent and Queensbury, Roe Green Village Residents' Association and the QARA Group of Residents' Associations were also consulted.

Objections

To date (19 January) a total of 18 letters of objection have been received. Where multiple objections from one property are received, these are logged as only one objection.

The reasons for objecting (and number) can be summarised as follows:

1. Traffic & highway safety
 - (a) Impact of construction traffic on congestion and highway safety on nearby roads
5 residents
 - (b) Impact of school traffic (mini-buses) on congestion and highway safety on nearby roads
16 residents
 - (c) Impact of traffic on Conservation Area
7 residents
 - (d) Impact on parking on nearby roads
7 residents
 - (e) Noise disturbance from traffic
2 resident
 - (f) Pollution from traffic
1 resident
 - (g) Cumulative traffic impact of other developments in the area
4 residents
2. Impact on neighbouring amenity
Relationship of decant building with Stubbs Close properties
1 resident
3. Community use of swimming pool
1 resident

Roe Green Village Residents' Association

The Roe Green Village Residents' Association have objected on the grounds of (1) the cumulative traffic impact of other developments; (2) the impact on Roe Green of the Bacon Lane (South) egress; and (3) encroachment on the deeded parkland.

Support

To date a total of 1 letter supporting the scheme has been received, commenting that the transport arrangements are well considered.

Statutory consultees

Sport England, the Environment Agency and Thames Water were all consulted on 6 October.

Sport England

Raise no objection subject to conditions

1. Restriction – timing of removal of buildings
2. Details required – design and layout of pitches
3. Details required – management and maintenance plan

Thames Water

No objection with regards to sewerage infrastructure

Internal consultees

The Council's Transportation department, Environmental Health and Parks service were consulted, along with officers within the Policy section of the Planning service to comment on matters of policy, landscape & trees and sustainability.

Transportation

No objection to Phase 1 subject to agreement with Parks and the following conditions:

1. Details required - submission and approval of road construction details for the proposed access route through Roe Green Park prior to construction works commencing
2. Details required – Construction Method Statement
3. Details required – School Travel Plan submitted and approved prior to occupation of the building
4. Details required – two designation of two car parking in front of the school for use by taxis
5. Details required - bicycle parking

Environmental Health

No comments received

Parks

Raise no objection subject to:

1. Restrictive – remove temporary egress and path, reinstate
2. Restrictive – bond sum to reflect value of trees
3. Details pursuant – provide two new trees within Roe Green 10-12cm girth
4. Details pursuant – protect trees on Roe Green
5. Details pursuant – schedule of works to trees

Landscape & trees

No objection subject to:

1. Details required - detailed landscape plan
2. Details required – tree protection plan
3. Details required – arboricultural method statement

Sustainability

Raise no objection subject to conditions:

1. Details required – green roof to legacy building
2. Details required - Mechanical ventilation
3. Details Required – Water saving measures
4. Details Required – Sustainable Urban Drainage Systems
5. Details Required – Statement of compliance with ICE Demolition Protocol

REMARKS

Introduction

In summary it is considered that the proposed Phase 1 decant and Phase 2 legacy works are acceptable, giving particular weight to the benefits of providing convenient temporary off-site accommodation for the Village School and having due regard to (a) the impact of the likely traffic impact on the local highway network and the amenity of local residents; (b) the impact on Roe Green open space and (c) the impact of the works on neighbouring residential amenity.

Key considerations

The following are considered the main planning issues relevant to this application:

1. Principle of development
2. Transportation matters
3. Impact on Roe Green
4. Design
5. Impact on neighbouring amenity
6. Landscaping & trees
7. Impact on Roe Green Conservation Area

1. Principle

1.1 Enabling development

The primary purpose of this planning application is to enable the continuing functioning of the Village School during the period of redevelopment should the parallel application 10/2996 be granted permission.

The temporary decant building will accommodate 150 of the 210 existing pupils within the Village School, with the remaining 60 pupils continuing to be housed within the sixth form block, which will continue to function throughout the construction period.

The selection of the Kingsbury High School (KHS) site is to enable the temporary school and retained sixth form block to operate as one school during the redevelopment phase, due to their physical proximity to one another. In addition, the temporary facilities for use by The Village School would comply with the educational use of the KHS site. Your officers give significant weight to the proximity of this decant site to the Village School site.

A number of other options were investigated including Council land on Roe Green but access requirements and operational logistics mean this option is the most suitable, particularly given the anticipated short duration of the build and the particular requirements of the Village School pupils.

1.2 Loss of playing fields

Sport England have been consulted to assess the impact of both the Phase 1 decant and Phase 2 legacy proposals on the provision of playing fields. The area required for the Phase 1 decant proposal constitutes a playing field and as such Sport England have considered the application in light of its playing field policy.

Sport England's policy on the loss or development of playing fields is currently framed by Statutory Instrument 1817, and is set out in their planning policy statement *A Sporting Future for the Playing Fields of England*. This states that Sport England would oppose the granting of permission for any development which would lead to the loss of, or would prejudice the use of all, or any part of a

playing field unless at least one of the following five specific exceptions applies:

1. a carefully quantified and documents assessment of current and future needs has demonstrated to the satisfaction of Sport England that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport.
2. the proposed development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use
3. the proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site
4. the playing field or playing fields which would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of the development.
5. 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.

The aim of the policy is to ensure that there is an adequate supply of quality pitches to satisfy the current and estimated future demand for pitch sports within the area. The policy seeks to protect all parts of the playing field from development and not just those which, for the time being, are laid out as pitches.

Sport England acknowledge that both phases would have some impact on existing playing fields, however Sport England give weight to the temporary nature of the Phase 1 decant proposals and, subject to a restrictive condition limiting the presence of the temporary building to no more than 36 months from its erection, they do not object to this element of the proposal.

The Phase 2 legacy proposals entail (a) a permanent building on part of the playing field that cannot be readily used for playing field sports and (b) retention of the hard standing, with alterations as necessary, to provide more flexible school sports uses.

The permanent building element is deemed by Sport England to meet the third exception of the above playing field policy. The retention of the hard surface in the south-west corner of the site is considered to meet exception 5 subject to conditions requiring further details of the design and layout to meet Sport England's published standards and a maintenance and management plan, as the new facility would provide increased flexibility for school sports. Sport England have based their decision on the assumption that the area would become a suitably-surfaced multi-use games area with fencing. Your officers are seeking confirmation of the extent of the works required to bring the hard standing to meet the standards but agreement of these details would be required by condition. Since the Phase 1 decant works are acceptable to Sport England due to the temporary nature of the works, your officers consider it appropriate to time the further details condition to be triggered by the conclusion of the use of the temporary buildings by the Village School. This means that in the event that acceptable details are not approved then (a) the Village School would still be able to decant to the site for a temporary period and (b) the hard standing would be removed and the area would revert back to grassed playing field.

Discussions with representatives of Kingsbury High School on the matter of what works will be necessary to bring the hard standing up to Sport England standards and thus meet exception 5 has revealed a degree of reluctance to a condition requiring further details at a later date; at present this matter remains unresolved but your officers would stress that a condition is a standard means of dealing with matters which remain outstanding when a formal decision is made. This allows additional time for preparation and negotiation. On the matter of a condition requiring the

removal of the hard standing if agreement with Sport England is not reached, your officers would stress that Sport England acceptance of the loss of the grassed playing field area is dependant on the legacy hard standing providing a suitably-surfaced MUGA. Without Sport England support your officers would not be able to recommend the retention of the hard standing in legacy mode but the approach that your officers recommend, to control the hard standing by condition, allows more time for further deliberation whilst not delaying the redevelopment of the Village School, a planning merit to which officers have attributed significant weight.

Your policy officers have also considered the principle of the legacy proposal in terms of the impact on playing fields. They consider the area of land is not large enough to provide a sports pitch and is separated from playing pitches by an access road. The loss of this grassed area is not considered to lead to a significant loss of open space and sports facilities. The loss of grassed areas would be mitigated by enhanced landscape provision, particularly between the new hard surfaced sports pitches and Stubbs Close and Roe Green. Subject to this, further details of which will be secured by condition, your officers consider this proposal would meet the requirements of Core Strategy policy CP18 *Protection of Open Space, Sports and Biodiversity* and the guidance within PPG17 *Planning for Open space, Sport and Recreation*.

1.3 Impact on operation of Kingsbury High School

With Kingsbury Foundation High School (KHS) offering their site for the provision of the temporary Village School, the applicant's project team has held discussions with KHS to ensure that the two schools can co-exist for this temporary period in operational and environmental terms. The Decant/Legacy scheme was formally presented to the Governors of Kingsbury High School in October 2010 and subsequently approved. The applicant points out that this project represents part of the strengthening of the relationship between these neighbouring schools embracing special needs and mainstream students.

1.4 Justification for legacy phase

Policy CF8 of the Unitary Development Plan (2004) also supports proposals to enlarge school size to enable substandard schools to meet statutory targets and/or to accommodate forecast growth in pupil numbers, subject to acceptable transport impact and adoption of measures to reduce car use.

The second phase of the proposal involves relocating part of the modular structure of the Phase 1 decant building to form a permanent teaching block on the eastern side of the existing KHS complex of buildings; it would be positioned on a tennis court area.

This teaching block would provide 861sqm of additional classroom space to provide nine additional classrooms to serve KHS, which currently has a shortfall of general classroom space to meet their need to educate pupils in smaller groups to help maximise educational attainment.

The provision of additional classrooms would help to establish primary style classes for less able groups in Year 7, which will help ease the transition to secondary school. The additional classrooms would also allow KHS to enhance their provision of available ICT space, allowing them to use current funds allocated for ICT equipment, but for which no accommodation space was available.

The additional educational floorspace would also allow for the provision of extended school programmes, for example the drop-in initiative, which currently caters for 80 to 100 pupils, but which has no appropriate base within the school. This additional space would also provide flexible accommodation for the delivery of activities such as counselling, social and emotional aspects of learning, mediation and restorative justice work.

The hard surfaced sports pitches would replace an area of acknowledged poor quality playing fields which, due to drainage difficulties, is not used to maximum efficiency. The argument in terms

of quality of sport provision is discussed above.

Subject to a condition securing a School Travel Plan, the proposal meets the requirements of UDP policy CF8 *School Extensions*.

1.5 Summary

Your officers have placed significant weight on the need to enable the redevelopment of the Village School to provide substantially improved facilities for Brent's pupils with special educational needs (see parallel application 10/2996). Officers consider that, in light of the significant planning merit of that proposal, any residual concerns regarding the legacy provision including the need, the retention of a modular structure as permanent classrooms and the hard surfaced sports pitches—but excluding parking and transportation matters, see below—are outweighed and this proposal is judged to meet UDP policy CF8 *School Extensions*.

2. Transportation matters

The application is supported by a Transport Statement, prepared by Peter Brett Associates.

2.1 Summary of local residents' concerns

The impact of the decant phase on traffic congestion in the local area, and specifically Roe Green Village and Bacon Lane, is the main reason local residents object to the scheme. Residents are particularly concerned about the following impacts:

- (i) impact of school traffic on congestion and highway safety on nearby roads
- (ii) impact of traffic on Conservation Area
- (iii) impact on residential parking on nearby roads
- (iv) cumulative traffic impact of other developments
- (v) impact of construction traffic on congestion and highway safety on nearby roads
- (vi) noise disturbance from traffic
- (vii) pollution from traffic

The normal school traffic would be increased by the addition of the vehicles used by all of the staff of the Village School, the mini-buses which convey the majority (70%) of the pupils to the temporary school and a small number of parent's vehicles and taxis. The expected numbers are discussed below. As discussed below, during the temporary decant phase the Bacon Lane entrance would be access only for all vehicles.

2.2 Access

With regard to access arrangements, the narrowness of the access roads to the site—particularly Bacon Lane—and across the existing school site causes concern for local residents and the school, with the available passing space for traffic entering and leaving the site and parents dropping off and picking up being limited. These concerns are exacerbated by the additional staff and minibus traffic that would be generated by the temporary school building.

To assist in this regard, the following contingencies and measures are proposed during the Phase 1 decant phase to mitigate the highways impact and, in turn, improve the access, circulation and parking arrangement within the site:

- (i) introduction of a one-way access arrangement to and from the site during the peak periods;
- (ii) provision of a new vehicle exit link from the site to Bacon Lane (South) to relieve pressure on Bacon Lane (North); this will only be used by traffic associated with the Village School, to reduce the level of vehicle conflict through the site and limiting the impact on Bacon Lane (South);

- (iii) provision of formal parking spaces to remove the existing problem of staff double parking and verge parking that creates safety and circulation concerns; and
- (iv) a suitable level of mini-bus parking and internal queuing capacity is to be provided for the anticipated level of trips associated with the Village School; this removes the need for mini-buses to wait on the public highway on Bacon Lane.

The proposed temporary egress into Roe Green Park from the temporary school will require the existing footpath to be widened to 3m for the roadway and provide a temporary, 1.5m wide footpath alongside to allow pedestrians and vehicles to pass one another safely. This will have to be provided across the 8m strip of parkland between the footpath and the site boundary.

The existing surface is also likely to need to be strengthened to a suitable standard to accommodate vehicular traffic (which may potentially include service and emergency vehicles), but in doing so should be surfaced in a material sympathetic to its parkland location. Trial holes should be used to investigate whether the existing footpath foundations would be able to support the proposed use by vehicular traffic. Care will also need to be taken not to damage any existing trees alongside the footpath.

The existing 3m footpath width and associated lighting is maintained as a public highway, but the grassed areas on either side are maintained by Parks. Both the Parks and Highway & Transport Delivery services give approval their in-principle support to the proposed works for this temporary egress route, subject to tree protection during the works and its removal at the end of Phase 1 with its reinstatement to footpath and parkland as existing.

Tree officers have reviewed the proposals and this is discussed below. In summary, however, your officers do not envisage any adverse impact on existing trees, either within the KHS boundary or in Roe Green park, and will seek tree protection as necessary. A means of replacing any trees that might be damaged by the works will be secured by condition, to reflect the financial value of the trees should they be damaged; in any event a condition will require the provision of two new trees in this part of Roe Green. Details of the method of construction for the strengthened and widened roadway and temporary footpath will be secured by condition.

2.2.1 Construction period

The egress via Bacon Lane (South) is proposed to be used as the construction traffic route to the site during the period May-August 2011, in order to keep construction traffic away from Bacon Lane and the existing school. Both the Parks and Highway & Transport Delivery services agree in-principle to this but again conditions are required to ensure that the construction vehicles can safely negotiate the narrow Bacon Lane (South) and the existing trees and streetlamps. A construction method statement shall be required by condition to limit the size of the vehicles and their loads—particularly important as the proposed building is a modular structure—to ensure they have the width to negotiate the avenue of trees along Bacon Lane (South) and the height to pass beneath the large oak tree within the KHS boundary which also overhangs the egress route. There will be onsite management of deliveries and other construction vehicles to ensure these avoid peak school times and that there is a physical presence when vehicles negotiate the egress route over Roe Green. The construction method statement will include development phasing and hours of operation. Some pruning works will be required to the aforementioned trees but the Council's tree officer has agreed in-principle to this; details of works to trees will be secured by condition. Wheel wash facilities will also be provided and used at all times along with a schedule of road cleaning to ensure the public highway remains free from dust and mud.

2.2.2 Phase 1 – decant

It is proposed to implement one-way traffic routes through the site at school opening and closing times for the two-three year occupancy period of the temporary school. This will involve directing traffic to egress the site via the existing route direct towards Stag Lane or via the proposed new temporary egress to Bacon Lane (South). The main entrance from Bacon Lane (North) will therefore be used for access only, with no vehicles leaving the site via this route at peak times.

2.2.3 Phase 2 – legacy

Following completion of the works to redevelop the Village School and the removal of any parts of the modular structure not required for the Phase 2 legacy works, the Bacon Lane (South) egress shall be closed and the existing footpath and landscaping on Roe Green Park shall be reinstated. This will be secured by condition.

2.2.4 Alternative access arrangements

Local residents are concerned about the impact of the additional traffic on local access roads; those to the north of the site would like the main access to come from the south and vice versa for those to the south. Extensive pre-application work was undertaken with technical input from the Council's Transportation Officers and the applicant's transport consultant. Your officers consider the proposed route is the most appropriate and will provide a balance between the merits and disadvantages of each access point. For instance, to take all access from Stag Lane would be likely to cause unacceptable delays on a London Distributor Road as vehicles wait to turn into the site onto a narrow access road. This could not be used as a two-way route without widening the road, which would mean the KHS playing fields could not be marked out with an athletics track in summer. Similarly, all access to the site from the proposed Bacon Lane (South) entrance would not be possible due to the narrow width of that road, and to discharge traffic to Bacon Lane (North) would cause unacceptable congestion at peak times. Your officers are of the view that the impact of the proposed one-way route and separation of traffic at two exit points is an acceptable solution in both transportation (congestion, highway safety) and planning terms.

2.3 Traffic Impact

2.3.1 Construction period

The impact of construction traffic on the local highway network is not considered to be significant due to the likely low number of journeys required. Local residents have raised objection to the use of Bacon Lane (South) due to the impact it would have on access to Stubbs Close and the church hall, which is also used as a nursery during the day; concerns have also been raised about the construction traffic preventing emergency vehicle access. Whilst your officers do not expect the construction traffic to be heavy, the aforementioned construction method statement should include measures to ensure construction traffic does not back-up or wait on Bacon Lane (South), that vehicles entering the site can be accommodated before any vehicle intending to depart is released and a contingency for the unlikely event that a vehicle's arrival or departure coincides with an emergency vehicle accessing Stubbs Close or the church hall. This will be secured by condition.

2.3.2 Phase 1 - decant

To assess the impact of the additional school traffic arising from the temporary school, surveys have been undertaken at junctions around the site (Bacon Lane/Roe Green, Roe Green/Kingsbury High School, Stag Lane/Grove Park, Stag Lane/Princes Avenue, Princes Avenue/Bacon Lane and Bacon Lane/Goldsmith Lane). Existing traffic entering and leaving the site has then been redistributed to the permitted access points, whilst traffic entering and leaving the Village School has also been reassigned to this site. The operation of the various junctions around the site has then been reassessed for these predicted revised flows using appropriate industry-standard software. This exercise shows each of the junctions around the site to operate well within its theoretical capacity under both existing and proposed arrangements and as such, there are no objections in principle to the proposed routes to and from the site; your officers consider the proposals an appropriate means of dealing with the narrow road widths to and through the site.

2.3.2.1 Impact of minibuses

Standard PS12 requires particular consideration to be given to setting down and picking up facilities for schools at the start and finish of the school day. In order to examine the impact of these movements, surveys were carried out of existing turning movements into and out of the Village School and the resultant parking accumulation, which was then used to inform the design of the new permanent school (see 10/2996).

This survey information has also been used to gauge the likely requirements for the decant phase, with a separate Transport Statement having been produced by Peter Brett Associates for this application.

The surveys show the following:

Morning	08.20-09.20	26 minibuses	163 pupils
	08.00-09.00	18 cars/taxis	23 pupils
Afternoon	14.40-15.45	23 minibuses	162 pupils
	14.50-15.45	13 cars/taxis	20 pupils

The peak minibus accumulation at the Village School totalled 11 minibuses in the morning and 17 in the afternoon.

Only 70% of pupils will transfer to the temporary school site; applying the above data to the decant phase, it can be assumed that minibus totals would fall proportionately, to 18.2 in the morning and 16.1 in the afternoon. The temporary site layout includes nine parking spaces for minibuses, plus four spaces for visitors. Any cars, taxis or minibuses that are unable to access these spaces would be able to queue along the existing school access roads, which will ensure that queuing vehicles do not tail back onto the public highway.

The trustees of The Kingsbury Charity, which manages the Stubbs Close properties, has objected on the grounds of the potential inconvenience for residents trying to access or egress Stubbs Close when mini-buses would be passing along the narrow roadway of Bacon Lane (South). The number of minibuses exiting the site would be in the region of 16 to 18 and their departure from the site would be spread over an hour. Your officers propose measures be included in the school travel plan for the decant phase which include a banksman or similar who will only allow minibuses to exit the school site when the previous one has cleared the narrow section of Bacon Lane (South). This would keep the narrow section free from congestion and allow residents and emergency vehicles unrestricted access to Stubbs Close and the church hall.

Residents of Roe Green Village have objected to the proposal on the basis of the impact of the minibuses on the Conservation Area; it is intended that the minibuses would enter the site via Princes Avenue and then Bacon Lane (North); at no time should a minibus be required to use the narrow roads of the Conservation Area and this shall be included in the Travel Plan (see below, and to be conditioned) to ensure drivers are aware that they cannot use the Conservation Area.

In summary, your officers are satisfied that minibus and parent/taxi drop-off and pick-up requirements will be catered for within the site without adding to the traffic related to the Kingsbury High School which currently causes disruption to residents on Bacon Lane.

2.3.3 Phase 2 - legacy

The Phase 2 legacy proposal is for nine additional classrooms but with no attendant increase in school roll. Although additional on-site parking was proposed, your officers opposed this (see below) and it has been removed from the application. As such there would be no worsening from the existing situation in legacy mode and your officers expect an improvement in legacy mode since a school travel plan for the whole KH will be prepared which will seek to reduce dependency on car usage, thus easing the burden on Bacon Lane (North).

2.4 Parking

2.4.1 Phase 1 - decant

In the case of the temporary school, whilst only 70% of existing pupils will move to this site for two years, the fact that most of the car parking within the existing schools is likely to be lost during the construction period means it is reasonable to assume that the majority of the 206 staff will make

use of parking within the temporary site at Kingsbury High School. Car parking allowances for educational use are set out in standard PS12 of the adopted UDP 2004. This allows up to one space per five staff, plus 20% for visitors.

On this basis, up to 49 spaces would be permitted. The proposed provision of 51 temporary spaces would marginally exceed standards, but if two of the spaces are set aside for use by taxis setting down and collecting pupils, this would be acceptable.

The inclusion of a further four widened marked disabled spaces would satisfy standard PS15, whilst the provision of 20 bicycle parking spaces would broadly satisfy standard PS16 of one space per ten staff. Further details of the precise nature of the proposed bicycle parking should be provided as a condition of any approval.

2.4.2 Phase 2 - legacy

It is noted that long-term proposals for the school (following the return of the special needs schools to the Grove Park site in 2013) include the provision of a new block of nine classrooms to the rear of the main building however this is not linked to any proposed increase in the school roll or staff numbers. In any event UDP policy CF8 *School Extensions* requires proposals for school extensions to include measures to reduce car dependency and School Travel Plans. As such, the scope of Transport Statement needs to be extended to include these Phase 2 proposals, with a School Travel Plan again being essential to the consideration of these legacy proposals.

As such a School Travel Plan to demonstrate that the school is actively attempting to reduce car trips to the site should be submitted, approved and implemented prior to the commencement of Phase 2 (see section 2.6.2, below).

2.5 Servicing

No specific provision is shown for service vehicles for the temporary school and it is therefore assumed that they will stand within the car park whilst delivering to the site. Given that no kitchen or dining facilities are proposed within the building, deliveries should be relatively infrequent, so this arrangement is acceptable for the temporary period, although it would be useful to understand where refuse is proposed to be stored.

2.6 Travel Plan

2.6.1 Phase 1 – decant travel plan

The Transport Statement draws attention to the School Travel Plan submitted with the parallel application for the permanent special needs school, but it is not confirmed whether this will operate during the temporary relocation period. Given all the site constraints, it is essential that a School Travel Plan is in place for the Phase 1 temporary period and so submission and approval of a suitable Travel Plan is required before the temporary school comes into use. This will be secured by condition, which will also require the Travel Plan include those measures discussed above to control minibus routes to the school and control vehicle access to, egress from and route through the site.

2.6.2 Phase 2 – legacy travel plan

A condition is imposed requiring Kingsbury High School submit and receive approval for a revised Travel Plan prior to commencement of the Phase 2 legacy works; the proposed three-year Phase 1 will be ample time for a full travel plan to be prepared and as such ambitious targets are expected to reduce reliance on private cars to maximise the benefits for reducing the impact on the local highway and the environmental benefits.

2.7 Cumulative impact

Some local residents and the Roe Green Village Residents' Association have objected to the

proposal on the grounds of the lack of consideration of the cumulative impacts of the proposed development, the Village School redevelopment (planning application 10/2996) the recently approved Intergeneration Centre (planning permission 10/1727) and the mooted all-weather football pitches ('the Goals project'). The Council has also recently commenced reconsideration of a new swimming pool/leisure facility on Roe Green. Residents have requested a comprehensive Traffic Impact Assessment be provided covering all these projects before consideration of this application is concluded.

Your officers recognise the sensitivity of a number of developments occurring in an area at the same time but there are significant differences between the developments which mean consideration of the cumulative effect is either unnecessary or impracticable.

In terms of the cumulative impact of traffic once each project is fully functional, the Goals project and the swimming pool project are not yet planning applications and so the work necessary to prepare a Traffic Impact Assessment has not been produced. It would not be appropriate for your officers to provide comment on either project in this report as no evidence is available. Once the legacy mode has been entered the traffic impact of this proposal would be removed since the legacy mode does not include any additional pupils or staff and, as a requirement of UDP policy CF8 and TRN1, a school travel plan will be in place for KHS where none currently exists.

The correct means of assessing cumulative impact of generally small-scale development such as this is for the subsequent development to have regard of existing permissions; the Transport Statement does note the permission for the Intergenerational Centre (ref: 10/1727). The situation may arise where there is a degree of overlap in the construction of the Intergenerational Centre with that of the temporary facility for The Village School. It is important to emphasise the proposed new means of access from the southern boundary of the school to Bacon Lane (South) and this would also serve as a means of construction access/egress allowing physical separation of the two development projects with the Intergenerational Centre accessed directly from Stag Lane on the other side of the Bacon Lane site.

In summary, your officers do not consider the cumulative impact of development in the area to be such that this permission should be refused.

3. Impact on Roe Green Park

3.1 Decant: phase 1

The most significant impact on Roe Green Park would be felt during the construction and decant phase, when a short section of footpath in Roe Green would be upgraded to a 3m wide roadway with a 1.5m wide temporary footpath alongside. The visual impact of this would be limited due to the short stretch of the

Local residents have raised objection to the use of this part of Roe Green Park for access on the grounds of a covenant which prevents such uses. The land, which is within Brent Council's control, would not be disposed of to Kingsbury High School; instead a licence would be granted for access for a limited time period. As Council land Roe Green Park is controlled by the Parks Service, although the existing 2.5m wide footpath is controlled by the Highway & Transport Delivery services; both these services have considered the proposals and, on the basis that they are temporary works which provide significant benefits for local residents by reducing the amount of traffic using Bacon Lane, they support the temporary works to Roe Green Park.

PPG17 *Planning for Open Space, Sport and Recreation* (2006) advises local authorities to "weigh any benefits being offered to the community against the loss of open space that will occur." It goes on to say that local authorities should "ensure that open spaces do not suffer from increased overlooking, traffic flows or other encroachment" (PPG17: para 17 (ii)). It is clear that the intention of PPG17, as the word guidance in the title suggests, is to allow local authorities to make their own

balanced judgement on loss of open space versus community benefits. In this instance your officers have given significant weight to the benefit of the decant proposal in principle and the need to mitigate transportation impacts on residents on Bacon Lane and the Roe Green Village Conservation Area. Whilst PPG17 mentions traffic flows specifically, your officers judge the proposed temporary access, limited to construction traffic and exiting Village School decant traffic, is materially different to a permanent road and as such this aspect of PPG17 is satisfied.

In summary, your officers judge it will not materially affect the supply of open space and therefore the proposals satisfies the requirements and guidance of Core Strategy policy CP18 *Protection and Enhancement of Open Space, Sports & Biodiversity* and PPG17.

The proposed temporary two storey teaching block will be located in a discreet part of the KHS campus and although it will be visible when viewed from across the park from the south-west, it will appear alongside the general cluster of educational buildings forming the existing campus. The two storey block will rise to no more than 7.48 metres in height (two storeys) and will therefore not appear incongruous in relation to the scale of the surrounding educational buildings.

The visual impact of the development will be short-lived and once Phase 1 is complete the Phase 2 legacy works include reinstating Roe Green and the boundary, along with additional trees.

3.2 Legacy: phase 2

Following the removal of the objectionable permanent parking along the western boundary of the KHS campus, the impact of the legacy phase is limited to the visual impact of the hard surface pitches. Due to the nature of these pitches it is not necessary for fences to be provided and your officers welcome this as a means of maintaining the open character of this part of the site and its relationship with Roe Green.

3.3 Summary

In summary your officers are satisfied that the works proposed are necessary and would not contravene Core Strategy policy CP18 *Protection of Open Space, Sports and Biodiversity* and the guidance within PPG17 *Planning for Open space, Sport and Recreation*.

4. Design

4.1 Decant

The temporary nature of the building means design issues are not as significant as might be with other developments; the loss of the open character will have more of an impact than the specific design of the buildings. The buildings have a specific purpose which is integral to their design and as such less architectural quality can be accepted. Should permission be granted, your officers recommend the materials used to clad the buildings be secured by condition.

4.2 Legacy

The legacy building will be made up from the modular structure of the temporary building; your officers attach significant weight to the benefits of re-using an expensive and otherwise redundant modular building to provide certain improvements to the facilities of KHS and consider the design to be acceptable in the context of the existing school. The location of the building is such that views of it would be limited and only distant and it would provide a satisfactory level of accommodation for pupils, thus addressing one of the key concerns of structures within schools. The single storey structure would be finished in a render, the colour of which is to be agreed via condition. On balance the legacy building is considered acceptable, having particular regard to the planning merits of providing the decant building in such close proximity to the Village School site.

5. Impact on neighbouring amenity

5.1 Decant

As mentioned above, the closest properties to the proposed temporary accommodation are located within Stubbs Close beyond the southern boundary of the Kingsbury High School site; the distance of the nearest window to Stubbs Close measuring 20.2m and the corner of the building to Stubbs Close measuring 18.25m at its closest point. Stubbs Close provides accommodation primarily for elderly and/or disabled people and is managed by The Kingsbury Charity. The trustees of the charity have written on behalf of the residents, objecting to the proximity of the building; your officers believe that this relationship is acceptable in amenity terms owing to the maintenance of adequate separation distances between this residential block and the proposed temporary building, the slightly elevated topographical level of the properties in Stubbs Close in relation to this part of the school site, the limited height of the proposed temporary building at only 7.48m to flat roof level and the slightly oblique angle of the southern facing elevation of the temporary block in relation to the north western facing elevation of the Stubbs Close properties. In addition, existing boundary planting will be retained and enhanced through the provision of a 2m wide planting strip along this boundary shared with properties in Stubbs Close, with suitable boundary screening provided within it.

The bulk, size and scale of the temporary building in relation to Stubbs Close and the boundary therewith meets the requirements of SPG17 and the levels difference and the landscape buffer, with proposed enhancements, mean the building is unlikely to cause any material harm to the residents of Stubbs Close in respect of outlook.

In any event, the applicant has confirmed that should members judge the impact of the building on outlook to be unacceptable, the building could be rotated about its south-western corner so that the closest part of the building is moved farther away from Stubbs Close.

The trustees also objected on the basis of the impact of the minibuses inconveniencing residents entering or leaving Stubbs Close, or emergency vehicles accessing the site. This is discussed above, in section 2.3.1 and 2.3.2.1, and measures will be included in the school travel plan in the unlikely event of the minibuses conflicting with emergency vehicles.

5.2 Legacy

As above, the assessment of residential amenity impact relates primarily to those properties within Stubbs Close. The change of surface would result in a more intensive use of the space during school hours as the space would be suitable for sports lessons throughout the year. The space would also be used as a play ground during school break times. In assessing whether or not this changed relationship is acceptable, officers note that Stubbs Close provides accommodation for elderly or disabled residents and so they are more likely to be occupied during the day. Officers consider that the fact the site forms part of an existing secondary school is material and as such a degree of activity should be expected during the day; to mitigate for this changed relationship an enhanced landscaping buffer will be provided along the boundary.

There is no proposal to use the space outside of school hours and there are no proposals for any floodlights; these matters will be controlled by restrictive conditions since changes to these aspects could result in harm to neighbouring amenity and as such it should be subject to public consultation at the time.

5.3 Summary

In respect of residential amenity, the proposal satisfies the restrictions and requirements of UDP policies BE9(e), H22 and SPG17.

6. Landscaping & trees

6.1 Trees

6.1.1 Kingsbury High School trees

There are a number of existing trees on site, of varying maturity and landscape quality. Two tree surveys were undertaken across the Bacon Lane by PJC Consultancy Ltd and two separate arboricultural reports were produced.

The first of these deals with trees located to the north of the temporary decant site and which would not be directly affected by the proposed works, although some works to the trees are recommended to address (a) those which are a health and safety risk and (b) those which need to be removed to accommodate the new parking.

The Council's tree officer has considered the PJC reports and provided comments. As discussed above, there is an in principle objection to the provision of additional parking above the adopted standards; furthermore there is a strong objection to the location of the proposed permanent parking due to (a) the visual impact of the hard standing and the cars themselves on the open character and landscape setting of the school and Roe Green and (b) the impact on existing trees. As such the applicant has been advised to remove this parking and revised plans were received on 19/01/11 which show this, with the exception of the ten spaces approved in 2008.

The work in the first arboricultural survey to remove two low grade trees (T1 & T20, near the northern boundary of the KHS site) is acceptable, however. Other work to remove trees or lift crowns to accommodate new parking is not now required and should not be undertaken unless required for the health and growth of the tree.

The second arboricultural survey is concerned with the southern part of the KHS site where the temporary school would be located. Two trees (T3 & T4, both Category C2 apple trees) would be removed to facilitate the temporary access road; provided they are replaced with two appropriate species of acceptable size then this is acceptable. The replacements should be installed as part of the Phase 2 Legacy works, to fill the gap of the then-removed access road.

Works to form the access road would be close to T1, a Category A2 mature oak. Whilst the principle of the road passing within the Root Protection Area (RPA) of this tree is acceptable, given the indicative technical details provided, conditions will be imposed requiring further details to (a) ensure a no-dig solution using a cellular confinement system is used; (b) secure an Arboricultural Method Statement is provided and the contractor should demonstrate that they have experience in installing such a system successfully. The same comments apply to works within the RPA of T16, also a mature oak, which is positioned on the boundary between the existing school building and (part of) the playing field accommodating the decant accommodation.

T1 oak will also require some minor tree surgery works to raise the canopy above possible site traffic; the specification for these works has been discussed with and approved in principle by the tree officer.

6.1.2 Roe Green trees

The proposal also includes the addition of a temporary footpath and roadway within a small section of Roe Green. The aforementioned Arboricultural Method Statement should include details of the manner of construction for these elements; given the temporary nature, the preferred option for the footpath is wooden gravel board and stakes as edging, positioned on the southern side of the roadway. This will be in proximity to two Parks Service-owned trees, namely a hawthorn and pear. The council's tree officer has informally assessed these to be Category C trees, although a more detailed assessment and Tree Protection Plan should be provided by the applicant within the further details condition. It is likely that these would not be adversely affected by the development but the applicant has agreed to provide two additional 12-14 cm girth trees within the park space regardless of the hawthorn and pear sustaining damage.

Tree works may also be required on Parks Service-owned trees overhanging Bacon Lane (South); this work should be kept to a minimum to allow for the passing of site traffic. The nature of these works is not yet determined and this will be conditioned in the Arboricultural Method Statement.

6.2 Landscaping

The indicative landscape proposals are shown on plans provided by Farrar Huxley. Subject to further details which show the increase in the landscape buffer to 4-5m wide, provision of an extensive tree belt in this location and landscaping around the ten parking spaces previously approved, Landscape Officers are satisfied that UDP policies BE6 and BE7.

7. Impact on Roe Green Conservation Area

7.1 Visual impact

The temporary school accommodation will not be visible from the Roe Green Village Conservation Area to the north, since it will be hidden from view behind the substantial cluster of educational buildings within the KHS campus. The legacy building would be similarly screened by part of the existing KHS cluster of buildings therefore it is maintained that no visual impact upon the wider setting of the Roe Green Village Conservation Area will arise in relation to this building.

As discussed in section 2, above, some residents of the Conservation Area are concerned about the nuisance from traffic; subject to details in the School Travel Plan for the Phase 1 decant period defining the route of the minibuses from Princes Avenue and prohibiting their access to Roe Green Village, your officers do not expect any material harm would occur to the Conservation Area.

8. Other

8.1 EIA development

An Environmental Impact Assessment (EIA) screening letter was submitted alongside this application to seek formal clarification that the proposed development would not create environmental harm of such significance that it would warrant the production of an Environmental Statement and to ensure that the scheme satisfies provisions within UDP policy EP1 *Environmental Impact Assessment*.

Your officers have provided a formal response to the applicant in respect of this, in summary the proposed scheme will be unlikely to have any significant environmental effects by virtue of the nature, scale or location of the proposed development and it is therefore considered that no Environmental Impact Assessment is warranted in this instance.

8.2 Flood Risk Assessment

In view of the development site exceeding 1 hectare in area (notwithstanding that the site falls within an area at Low Risk of Flooding) and the proposed increase in impermeable surfaces, a Flood Risk Assessment was required to be undertaken to assess the increased potential for surface water run-off. Accordingly a Flood Risk Assessment (FRA) was prepared by Frankham Consultancy Group Ltd. The Environment Agency has been consulted but they are not due to report yet.

The conclusions of the survey established that there were no significant sources of flood risk within the vicinity of the site, although to manage any flood risks emanating from the site a surface water drainage system has been designed to limit flow into two surface water connections, whilst the surface water system has been designed to attenuate run-off to at least the existing run-off rate. The views of the Environment Agency will be reported to members in a supplementary report.

8.3 Archaeology

The site has been the subject of archaeological investigation (desk-top survey) produced by Allen Archaeology Limited (AAL), who were commissioned by Frankham Consultancy to undertake a desk based assessment of the archaeological potential of the application site, although the site does not lie within an Archaeological Priority Area as identified in the UDP Proposals Map.

The assessment identified a negligible archaeological potential for the pre-historic and Romano British periods and thereafter evidence suggests that the area was part of the royal estate of Tunworth in the Anglo Saxon period. The report concludes that although the sensitivity of the site is moderate, given the relationship with the royal estate, the likely impact on any remains would be low given the limited groundworks which would be required and overall the significance would be low.

9. Conclusion

Your officers attribute significant weight to the planning merit of providing temporary decant accommodation to enable the redevelopment of the Village School. No weight is given to this planning merit in respect of the Phase 2 legacy mode, however, since the two projects are unrelated. Your officers judge the Phase 2 works to be acceptable in their own right, subject to agreement with Sport England of further details of the legacy hard standing sports pitch(es). Subject to conditions, approval is recommended.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent Unitary Development Plan 2004
Brent Core Strategy 2010
The London Plan 2008
Central Government Guidance
Council's Supplementary Planning Guidance

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

Built Environment: in terms of the protection and enhancement of the environment
Environmental Protection: in terms of protecting specific features of the environment and protecting the public
Housing: in terms of protecting residential amenities and guiding new development
Open Space and Recreation: to protect and enhance the provision of sports, leisure and nature conservation
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services

CONDITIONS/REASONS:

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

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

(2) (a) Phase 1

The temporary buildings hereby permitted under 'phase 1' of the proposals shall be removed and the legacy works hereby permitted under 'phase 2' of the proposals shall be commenced: (i) within a period of 36 months of the date of the first occupation of the temporary buildings, or (ii) within six months from those buildings no longer being required for use by the Village School, whichever is sooner.

(b) Phase 2

The legacy works hereby permitted under 'phase 2' of the proposals shall be completed: (i) within a period of 48 months of the date of the first occupation of the temporary buildings, or (ii) within 18 months from those buildings no longer being required for use by the Village School, whichever is the sooner.

In the event that the 'phase 2' legacy works are not completed the hard standing within the south-western corner of the site will be removed (i) within a period of 54 months of the date of the first occupation of the temporary buildings, or (ii) within 24 months from those buildings no longer being required for use by the Village School, whichever is the sooner, and the land reinstated to grassed playing field.

Reason: To ensure the first phase of the overall development is time limited and that the second phase of the development which include works to increase flexibility for school sports is commenced and completed in accordance with approved details as soon as possible and if no increased flexibility is forthcoming, to restore the grassed playing fields in accordance with local and national policies.

(3) The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

Plan numbers

D-1-01	D-1-02 Rev A
D-1-03 Rev B	D-1-04
D-1-05	D-1-06

507-PL-L03 Rev A

L-1-01	L-1-02
L-1-03	L-1-04
L-1-06	

507-PL-L04 Rev A P507-PL

Supporting documents

Arboricultural Survey No. 1, ref PFC/971/10 (PJC Consultancy, Sept 2010)
Arboricultural Survey No. 2, ref PJC/942/10 (PJC Consultancy, May 2010)
Archaeological Desk-Based Assessment Version 2 (Allen Archaeology Limited, October 2010)
CCTV, Decant, Version 1 (Frankham Consultancy Group, November 2010)
CCTV, Legacy, Version 1 (Frankham Consultancy Group, November 2010)

Design & Access Statement – Decant
Design & Access Statement – Legacy
Flood Risk Assessment, ref 610970 Issue 1 (Frankham Consultancy Group,
November 2010) – Decant
Ground Investigation Report (Geo-environmental Services Ltd, September 2010)
Phase One Environmental Review, Version 1 (Frankham Consultancy Group,
November 2010)
Supporting Town Planning Statement, ref 2920 (NTR Planning Ltd, November 2010)
Surface Water Drainage Strategy, ref 392267 Rev A (Frankham Consultancy Group,
November 2010)
Sustainability Statement, Version 1 (Frankham Consultancy Group, November 2010)
Transport Statement, ref 23706/002 (Peter Brett Associates, November 2010)

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

- (4) No floodlighting will be provided to the 'Phase 2' MUGA without prior approval of the Local Planning Authority.

Reason: In the interests of nearby residential amenity and to ensure local residents can be consulted on any proposals.

- (5) The 'Phase 1' works shall not be occupied until the car parking and turning areas shown on the approved plans have been constructed, surfaced and marked out to the satisfaction of the local planning authority. The car-parking and turning areas shall be used for no other purpose at any time.

Reason: In the interests of highway safety

- (6) Within a period of 36 months of the date of the first occupation of the temporary buildings, or within six months from those buildings no longer being required for use by the Village School, whichever is sooner, remove the temporary roadway and footpath across Roe Green Park between the boundary of the school and Bacon Lane (South) and reinstate the footpath and grassed area as existing and replace any traffic management bollards at the end of Bacon Lane (South), at the applicant's expense.

Reason: To ensure the use of Roe Green Park is minimised.

- (7) The following activities must not be carried out under any circumstances:
- (i) No fires shall be lit within 10 metres of the nearest point of the canopy of any retained tree.
 - (ii) No works shall proceed until the appropriate Tree Protection Barriers are in place, with the exception of initial tree works.
 - (iii) Nothing shall be attached to or supported by a retained tree.
 - (iv) No mixing of cement or use of other materials or substances shall take place within a RPA, or close enough to a RPA that seepage or displacement of those materials or substances could cause them to enter a RPA
 - (v) No alterations or variations to the approved works or tree protection schemes shall be carried out without the prior written approval of the local planning authority.

Reason: To ensure health and vitality of the existing trees throughout the duration of the development in the interests of the occupants and general public.

- (8) No works shall commence on site (including demolition) before tree protection details, to include the protection of hedges and shrubs, have been submitted to and approved in writing by the Local Planning Authority. These shall include method statements and tree protection plans which:
- (i) adhere to the principles embodied in BS5837:2005
 - (ii) indicate exactly how and when the trees on site, near the site boundaries or near the temporary roadway and footpath across Roe Green Park will be protected during the (a) demolition phase; (b) construction phase; and (c) show root-protection zones

Provision shall also be made for supervision of tree protection by a suitably qualified and experience arboricultural consultant and details shall be included within the tree protection statement. The development shall be carried out strictly in accordance with the agreed details.

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

- (9) No demolition works or development shall take place until a scheme of supervision for the arboricultural protection measures has been approved in writing by the local planning authority. This scheme will be appropriate to the scale and duration of the works and may include details of:
- (i) Induction and personnel awareness of arboricultural matters.
 - (ii) Identification of individual responsibilities and key personnel.
 - (iii) Statement of delegated powers.
 - (iv) Timing and methods of site visiting and record keeping, including updates.
 - (v) Procedures for dealing with variations and incidents.

The local planning authority may require the scheme of supervision to be administered by a qualified arboriculturalist approved by the local planning authority but instructed by the applicant. The approved scheme shall be adhered to throughout the construction and demolition works.

Reason : To ensure the ongoing health and vitality of the existing trees throughout the duration of the development in the interests of the occupants and general public

- (10) The applicant shall give written notice to the local planning authority of 7 days prior to carrying out the approved tree works and any operations that present a particular risk to trees (e.g. demolition within or close to a RPA, excavations within or close to a RPA, piling, carnage).

Reason: To ensure the ongoing health and vitality of the existing trees throughout the duration of the development, in the interests of the occupants and general public and to enable the Local Authority to monitor such measures.

- (11) Details of an Arboricultural Method Statement shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development. Such details shall include:
- (a) A schedule of works to trees on Roe Green Park to facilitate vehicular access
 - (b) For those areas to be treated by means of hard landscape works or the temporary roadway and footpath, provide:
 - (i) detailed drawing(s) of those areas to be so treated including identification of

- root-protection zones;
- (ii) details of a no-dig solution for areas within root-protection zones using a cellular confinement system to include a method statement for such works (nb. contractor should demonstrate that they have experience in installing such a system successfully);
- (iii) attendance of a qualified and experienced arboricultural consultant during sensitive operations;
- (iv) works to trees should be carried out by an Arboricultural Association Approved Contractor in accordance with the latest industry guidance (British Standard 3998:2010); and
- (v) a schedule of materials and samples if appropriate.

Reason: To ensure the ongoing health and vitality of the existing trees throughout the duration of the development, in the interests of the occupants and general public and to enable the Local Authority to monitor such measures.

- (12) Prior to commencement of development, appropriate arrangements shall be made in writing with the local planning authority to provide a means of replacing any trees which are found to be damaged by the use of the Bacon Lane (South) and Roe Green Park road.

Where replacement trees are required these must be appropriate species of an agreed size and replaced at the applicants expense in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of visual amenity of the area.

- (13) All areas shown on the approved plan(s) shall be suitably landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to commencement of development.

Details shall include:-

- (i) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling;
- (ii) Hard surfaces including details of materials and finishes - these should have a permeable construction;
- (iii) All planting including location, species, size, density and number, to include an increased landscape buffer along the boundary between the proposed 'Phase 2' hard standing and the residential properties in Stubbs Close, with extensive belt of tree and shrub planting between 4-5metres wide and around the ten 'grasscrete' parking spaces;
- (iv) Provide two new trees on Roe Green Park and two trees to replace T3 & T4 planting native species of of 10-12cm girth and an appropriate species;
- (v) Any sustainable construction methods which are to be used;
- (vi) Proposed means of enclosure, indicating materials and heights

All landscaping shall be carried out within 6 months of first occupation of the development unless otherwise agreed in writing by the local planning authority.

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.

- (14) A Landscape Management Plan for maintenance of all hard and soft landscape areas in 'Phase 1' and 'Phase 2' is to be submitted to and approved in writing by the local planning authority prior to commencement of any building work on the site. This should comprise a maintenance schedule and any specific management duties.

Such details may include:

- (i) Regular watering of trees/shrubs, especially during dry periods in the first 2 years of establishment.
- (ii) Spot weeding and application of appropriate herbicides or fungicides if necessary.
- (iii) Inspection and checking of all plants and for health and/or damage to plants.
- (iv) Mowing/grass-cutting regimes to amenity lawns, sports turf, rough grass or wildflower grass.
- (v) Loosening of tree ties, mulching, necessary removal of tree stakes and pruning if necessary.
- (vi) Necessary pruning, dead heading, trimming, mulching of shrubs.
- (vii) Removal of litter, debris or any other detrimental material from all hard and soft landscape.
- (viii) Digging over, aerating, composting, mulching application of fertilizer as appropriate to soils.
- (ix) Care not to damage any trees or shrubs by strimming and adding protection as required.
- (x) Necessary cleaning and repair of all hard materials and elements including permeable paving.

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.

The landscaping shall be maintained in accordance with the approved Landscape Management Plan.

Reason: To ensure the survival and ongoing vitality of, all plants and soft landscape. To ensure the environment for the local community and residents continues to remain pleasant and attractive indefinitely. To prevent any financial loss due to neglect, sickness and/or damage to any plants.

- (15) Prior to commencement of the 'Phase 2' works details of the design and layout of the MUGA, which shall comply with Sport England Design Guidance Notes for MUGAs (part 1 document) and also include consideration of the 'Access for Disabled People 2002', shall be submitted to and approved in writing by the local planning authority in consultation with Sport England. The proposed facilities shall be constructed in accordance with the approved design and layout details within 12 months of the

commencement of the Phase 2 works and be retained thereafter unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the principle of the loss of grassed playing field is met and that development is fit for purpose, subject to high quality design standards and sustainable practices

- (16) Prior to the use of the 'Phase 2' works, a Management and Maintenance Plan shall be submitted to and approved in writing by the local planning authority in consultation with Sport England, which shall include details of a scheme for a period of 20 years to include measures to ensure the replacement of all artificial surfaces within the next 10 years and management responsibilities, a maintenance schedule and a mechanism for review. The measures set out in the approved scheme shall be complied with in full, with effect from commencement of the use of the 'Phase 2' works.

Reason: to ensure that new facilities are capable of being managed and maintained to an acceptable standard which is fit for purpose, sustainable and to ensure sufficient benefit of the development to sport (PPG17 Para 14).

- (17) No development shall take place until further details of the temporary access roadway and footpath through Roe Green Park have been submitted to and in approved in writing by the local planning authority in consultation with the Transportation Officer and Tree Officer. The approved details shall be implemented in full and the roadway and footpath retained until the conclusion of 'Phase 1' of the works hereby approved.

Reason: to provide a suitable safe access route which does not damage retained trees

- (18) 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) development phasing and hours of operation;
- (ii) approved construction vehicles route to and from the site and limitations on the size of vehicles and their loads;
- (iii) management of deliveries and other construction vehicles to ensure these avoid peak school times;
- (iv) provide a physical presence (e.g. Banksman or similar) when vehicles negotiate the egress route over Roe Green;
- (v) measures to ensure construction traffic does not back-up or wait on Bacon Lane (South);
- (vi) vehicles entering the site can be accommodated before any vehicle intending to depart is released;
- (vii) a contingency for the event that a vehicle's arrival or departure coincides with an emergency vehicle;
- (viii) the parking of vehicles of site operatives and visitors;
- (ix) loading and unloading of plant and materials;
- (x) storage of plant and materials used in constructing the development;
- (xi) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;

- (xii) wheel washing facilities to be used at all times;
- (xiii) a schedule of road cleaning to ensure the public highway remains free from dust and mud;
- (xiv) measures to control the emission of dust and dirt during construction; and
- (xv) a scheme for recycling/disposing of waste resulting from demolition and construction works

Reason: In the interests of the environment and residential amenity.

- (19) Prior to the commencement of the use of the 'Phase 1' use, a Decant School Travel Plan, to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented. The Decant School Travel Plan shall also set out objectives to address the detailed traffic and parking implications the usage of the development creates, including:
- (i) the minibus route to the Bacon Lane (North) entrance via Princes Avenue and Bacon and shall prohibit minibuses from accessing the site via Goldsmith Lane, Roe Lane, Scudamore Lane;
 - (ii) the internal one-way system; and
 - (iii) timings of minibus arrivals to avoid the Kingsbury High School traffic morning and afternoon peaks

Reason: In the interests of reducing reliance on private vehicles and to ensure the traffic impact is maintained at acceptable levels

- (20) Prior to the commencement of the use of the 'Phase 2' works, a full School Travel Plan, to incorporate targets for minimising car use (particular single occupancy cars), monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented.

Reason: In the interests of reducing reliance on private vehicles

- (21) Notwithstanding the approved plans, minor amendments to the car parking layout to designate two further car parking spaces in front of the temporary school for use by taxis shall be submitted to and approved in writing by the Local Planning Authority. The works shall be implemented in full and retained for the duration of 'Phase 1'.

Reason: In the interests of highway and pedestrian safety

- (22) Details of the provision of a minimum of 20 secure cycle parking spaces shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained for the duration of 'Phase 1'.

Reason: To ensure satisfactory facilities for cyclists.

- (23) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. 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.

- (24) Before any 'Phase 1' building works commence on the site, a scheme providing for mechanical ventilation of the proposed building shall be submitted to and approved in writing by the local planning authority and thereafter the development shall not be occupied until the approved scheme has been fully implemented. Thereafter the mechanical ventilation shall be provided within the 'Phase 2' building unless otherwise agreed in writing with the local planning authority.

Reason: To ensure that heat recovery mechanical ventilation is specified and the occupiers are not subjected to excessively high noise levels and to ensure an adequate standard of amenity.

- (25) Details of water saving measures will be submitted to and approved in writing by the local planning authority prior to commencement of any demolition/construction work on the site. Such details shall include:
- (i) appropriate design measures to ensure the installation of individual pulsed output water meters and water leak detection;
 - (ii) water-saving fittings in each unit (such as spray taps, showers, lo-flush WC/waterless urinals, etc.) to reduce water demand; and
 - (iii) the location and capacity of proposed rainwater harvesting system.

Reason: To ensure satisfactory water efficiency measures are implemented to reduce water demand

- (26) Details of sustainable urban drainage system will be submitted to and approved in writing by the local planning authority prior to commencement of any demolition/construction work on the site. Such details shall include:
- (i) Details of proposed permeable paving for car parking area

Reason: To ensure satisfactory sustainable urban drainage measures are implemented to reduce surface water runoff.

- (27) Prior to any demolition/construction works on site a statement detailing how the ICE Demolition Protocol Methodology has been applied in setting DRI &/or NBRI targets for recycled materials or content will be submitted to and approved in writing by the local planning authority.

Reason: To ensure the scheme meets the requirements of the Sustainability Checklist.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

Any person wishing to inspect the above papers should contact Angus Saunders, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5017



Planning Committee Map

Site address: Kingsbury High School Annexe, Bacon Lane, London, NW9 9AT

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