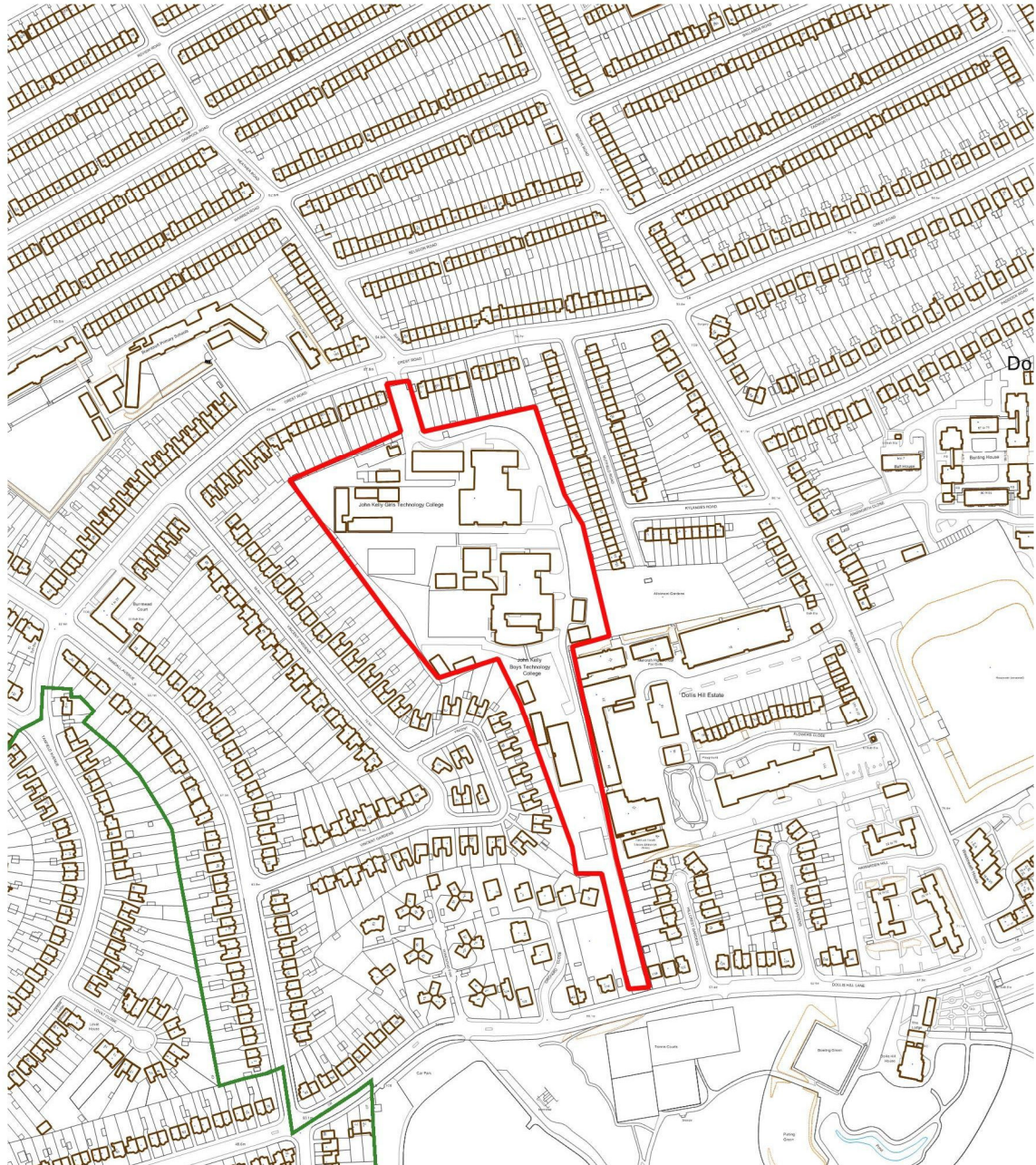




Planning Committee Map

Site address: The Crest Boy's Academy & The Crest Girl's Academy,
Crest Road, London, NW2 7SN

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This map is indicative only.

RECEIVED: 29 June, 2011

WARD: Dollis Hill

PLANNING AREA: Willesden Consultative Forum

LOCATION: The Crest Boy's Academy & The Crest Girl's Academy, Crest Road, London, NW2 7SN

PROPOSAL: Phased development comprising enabling works including demolition of existing temporary structures, formation of new access road from Dollis Hill Lane and car park (44 spaces), erection of temporary school accommodation (2.5 year permission); Phase 1: erection of new school buildings comprising four no. four- to six-storey blocks with four-storey linking structures, associated hard and soft landscaping works and car park providing 61 spaces (6 accessible spaces), 238 no. cycle spaces, internal service road from Crest Road, grading, cutting and filling of ground, provision of building mounted mobile telephone antennae; and Phase 2: demolition of permanent school buildings, associated hard and soft landscaping works including one no. Multi Use Games Areas and one no. all-weather pitch with floodlighting (as amended by plans received 31/08/11)

APPLICANT: The Director

CONTACT: Open Planning

PLAN NO'S:
See condition 2

RECOMMENDATION

To delegate authority to the Head of Area Planning to approve the application subject to consideration of any new substantive comments received and any associated conditions from the Greater London Authority and Transport for London.

EXISTING

The 3.6ha site is located in the Dollis Hill ward of the borough, lying between the North Circular Road to the north and Gladstone Park to the south. It is a backland site, bound by the rear gardens of suburban housing in most parts although one part of the boundary is shared with the Dollis Hill Estate, a former industrial estate in mixed education and light industrial uses with planning permission for comprehensive redevelopment for residential purposes (ref: 10/1388).

Existing school buildings and facilities

The site is currently in education use (Use Class D1), with the existing buildings housing the Crest Boys and Crest Girls Academies, formally the Jon Kelly Technology Colleges. Constructed in the mid-50s, the existing buildings are generally poor quality and lack any architectural merit; to accommodate the number of pupils the schools rely on a large number of inadequate temporary accommodation.

The main school buildings comprise two no. four-storey blocks, approximately 15m in height—excluding rooftop plant and enclosures—situated towards the eastern part of the main site; the northern block provides accommodation for the girl's school and is approximately 45m from the northern boundary and 30m from the eastern; to the rear faces of the closest properties, on Crest Road and Nutfield Close, the distance is 72m and 45m respectively. The southern block is higher than the northern and accommodates the boy's school. The distance to the boundaries with residential properties to the north-east is 33m and to the rear face of those properties is 47m. To the south the distance to the boundary to the Dollis Hill Estate is 16m and to Vincent Gardens the distance is 25m to the boundary and 50m to the rear face of the properties. To the west the block is 53m from the boundary with the Vincent Gardens properties and 82m to the rear face.

Some two-storey structures are mostly clustered around the main school buildings although one temporary two-storey building is located in the north-western part of the site, 8m from the boundary with the rear garden of Vincent Gardens properties and 55m from the rear face of the property.

A number of temporary single storey structures are positioned around the site, with many of them located on the western boundary with Vincent Gardens and three of them are situated in the narrow plateau area.

The schools suffer from a deficit of sports facilities with formal hard surface sports pitches comprising only one Multi Use Games Area, no formal grassed sports pitches and no internal sports facilities.

Site description and boundaries

The main access to the site is from Crest Road where a 15m wide break in the short terraces of houses on the south side of the road gives access to the backland area, which prior to the construction of the schools was allotment land. The site is at its widest at this point, approximately 185m from west to east, and is approximately 57m above ordnance datum (AOD). The northern boundary, either side of the access road, is formed by the back gardens of Crest Road properties; these gardens are approximately 27-30m deep and they rise from Crest Road towards the highest part of the site to the south. The eastern boundary is formed by the back gardens of properties on Nutfield Road; these are mostly in excess of 15m deep, although as the land rises the gardens decrease to approximately 12.5m. Along here the site is raised above the level of the gardens and houses. The houses then give way to allotments and the site narrows to 130m and rises to 70m AOD and in turn the allotments give way to the Dollis Hill Estate, at which point the boundary angles west and then south again, narrowing the site to 50m wide near the highest point of the land. Dollis Hill Estate is above the level of the site, approximately 77m AOD at its highest point, with retaining walls forming the boundary. When implemented the estate will be replaced with three mostly five-storey (although the top floor is recessed) residential blocks set 8m away from the boundary. Many of the flats in these blocks will rely on views to the west, across the site, for their outlook and daylight/sunlight.

The site plateaus at 73.5m AOD along the boundary with the Dollis Hill Estate and continues gradually to narrow to 30m for a further 100m before falling steeply down to Dollis Hill Lane at a gradient of approximately 1 in 7. The site is considerably narrower here as the plot of No. 5 Orchard Close encroaches from the west, with a width of only 16m for a length of 90m. Although this area is mostly overgrown, pedestrian access is provided up this slope, linking the site to Dollis Hill Lane and Gladstone Park beyond. The eastern boundary is formed by the rear gardens of properties on Hillcrest Gardens, approximately 20m deep, and then the side boundary of No. 118 Dollis Hill Lane. At this point the land has fallen to approximately 56.5m AOD.

On the western side of this steep access the boundary is formed by the side of the plot of No. 116 Dollis Hill Lane before giving way to the boundary of No. 5 Orchard Close. As the side widens towards the plateau the western boundary is formed by the rear gardens of maisonette properties on Vincent Gardens; these are approximately 15m deep but do shorten to 10m due to the design

of the properties which features a two-storey rear projection.

The rear gardens of these maisonette properties, at a depth of 25-30m, continue to form the western boundary as the site widens again to 130m, but these then give way to typical two-storey semi-detached houses with gardens generally at least 45m deep. Finally, these give way to the northern boundary.

Landscaping

The site benefits from established trees and shrubs along most of the boundaries with residential properties and the allotments. Grassed margins of approximately 8m deep are maintained along the eastern, and most of the northern, boundaries, although informal parking occurs along much of this margin. Access roads and other hard surfacing takes up much of the site and with the exception of a run of trees towards the middle of the site, the site lacks any landscape features of note away from the boundaries; having said that there is potential for some ecological value to the landscape areas and in particular the overgrown southern access.

An area Tree Preservation Order (TPO) is in place for the area on the southern slope of the site near Dollis Hill Lane, encompassing a number of trees. This TPO (LPA ref 11/00115) was made on 12 September 2011. See section 5.2 for more detail.

Existing operation

The student body currently numbers 1552, which is 200 below the Academies' maximum capacity. There are currently 47 teaching staff and 68 support staff working at the boys Academy, and 61 teaching staff and 101 support staff (including kitchen staff, cleaners and administration staff) working at the girls Academy and mixed 6th form.

YEAR	BOYS	GIRLS
7	74	122
8	93	155
9	93	158
10	138	166
11	137	144
Total	535	745
12	91	144
13	10	27
6th form total	101	171
Gender totals	636	916
TOTAL	1552	

Figure 1: Student Breakdown by Year Group and Academy

The Crest Boys' Academy is specialist boys' technology and mathematics Academy. There are 636 students, including 101 in the Sixth Form. 87% of students come from Brent with the remainder from Barnet, Ealing and Harrow. The Academy's deprivation indicator places the Academy in the most deprived 15% of schools nationally; 47% of students are eligible for free school meals.

The Crest Girls' Academy is a specialist girls' technology college, with training school status and a third specialism in Languages. There are 916 pupils on roll, including 171 in the sixth form. Almost 90% of pupils come from Brent, with the remainder from Barnet, Ealing and other neighbouring boroughs

The Academies are open between 07.00 and 18.30 during term time, unless there are events taking place such as parents evening or open evenings in which case the Academies remain open until later in the evening. The Academies are also open on Saturdays from 09.30 to 16.00 for a Saturday school.

PROPOSAL

The application proposes the redevelopment of the Crest Girl's and Boy's academy (formerly the John Kelly Technology Colleges) to provide improved facilities for existing pupils and an increase in the capacity of the school from 1750 pupils to 2050 pupils. The number of staff employed will increase by 48 to 325.

The proposals are for the phased redevelopment of the Crest Academies site, comprising: Enabling works: including demolition of existing temporary structures, formation of new access road from Dollis Hill Lane and car park (44 spaces), erection of temporary academy accommodation (2.5 year permission); Phase 1: erection of new academy buildings comprising four no. four- to six-storey blocks with four-storey linking structures, associated hard and soft landscaping works and car park providing 61 spaces (6 accessible spaces), 238 no. cycle spaces, internal service road from Crest Road, grading, cutting and filling of ground, provision of building mounted mobile telephone antennae; and Phase 2: demolition of permanent academy buildings, associated hard and soft landscaping works including one Multi Use Games Area and one all-weather pitch with floodlighting.

Proposed school buildings and facilities

The Crest Girls' and Crest Boys' Academies are two separate non-denominational single-sex Academies; each with its own Principal. Although they will be rebuilt as separate Academies and single-sex education will continue, the Academies will share the same campus and will co-operate when applying the curriculum, particularly in the sixth form with joint provision being continued.

The scheme proposes three no. four-storey and one no. five-storey (with a sixth as a basement) blocks and uses the slope to its advantage by cutting in, rather than embanking, the levels. Blocks 1, 2 and 4 are four-storeys high and Block 3 is five-storeys high; Blocks 1 and 2 have extensions for the staircores: these add 2.65m to the height but are situated at the eastern end of the blocks to reduce the impact towards the west. The staircores would be visible to the north and south and to compensate the top floor of Blocks 1 and 2 is set away from the edge of the block by 2m and 2.9m respectively.

The base of the northern-most Block 1 sits at 63.75m AOD and the top 79.35m AOD; this gives an overall height of 15.6m. Block 2 exploits the level of the ground and as a result of excavations; the block is the same height above ground as Block 1: the upper ground floor sits at 67.3m and the top at 82.9m AOD. The five-storey Block 3 and the central atrium are 19.15m high, with the ground level at 67.3m AOD and the top 86.45m. The four-storey Block 4 is 15.6m high and sits at 70.85m AOD and the top at 86.45m AOD.

The blocks house all internal facilities. The internal teaching environment includes a variety of flexible spaces such as: large open classrooms where students can gather together for teacher-led presentation and lecture-style delivery; flexible classroom space that will support smaller learning groups in a range of activities including more traditional didactic delivery; quieter spaces that support paired learning as well as individual study. The 'pods' will accommodate timetabled and non-timetabled learning, 'breakout' working and independent, project-based learning activities. The pods will also be the entry point for each Academy and a gathering space that supports more unstructured activity.

The central Blocks 2 and 3 would house some shared facilities including: kitchen, serving area and dining hall; theatre, music recital rooms and separate Boys' and Girls' drama studios; sixth-form common room; and external amenity areas which would also extend onto Blocks 1 and 4.

SUBJECT	EXISTING	PROPOSED	CHANGE all increases
Site Area (ha)	3.6	3.6	None
Gross External Area (sqm) including temporary accommodation	18,180	21,209	3,029
Gross Internal Area (sqm) including temporary accommodation	16,403 (estimate)	19,509	3,106
Car Parking spaces	98	99	1
Disabled spaces	NIL	6	6
Cycle Parking spaces	10	238	228
No. Students	1,750	2,050	300
No. Teaching Staff	108	127	19
No. Support Staff	169	198	29

Figure 2: Summary of key changes

Sports facilities

The scheme proposes a significant number of improved external sports facilities.

The Girls' Academy would have a 50m x 33m (a length-to-width ration of 1.5:1) all weather sports pitch laid out for seven-aside football. This pitch could also be laid out with three no. 33m x 16.5m (2:1) five-aside football pitches with 1.2m high rebound fences dividing each. The surface would be a short pile third generation surface with a rubber crum and the pitch would be lit with eight no. 8m high column-mounted floodlights. 3m high rebound fencing would enclose the entire pitch.

The Boys' Academy would have a 55m x 35m Multi Use Games Area (MUGA), with a porous macadam surface and laid out with as follows: (1) three no. 23.77m x 10.97m tennis courts; (2) three no. 30.5m x 15.25m netball courts; (3) three no. 28m x 15m basketball courts; (4) one no. 51m x 26m (2:1) seven-aside football pitch; and (5) two no. 31m x 16.5m (2:1) five-aside pitches. The MUGA would be surrounded by a 3m high rebound fence and would also be provided with eight no. 8m high column-mounted floodlights.

A further porous macadam-surfaced MUGA would be located on the upper part of the site, 28.68m x 16.25m and laid out with a basketball court, also enclosed with 3m rebound fencing. To the south of this would be four no. 18.3m x 3.66m high and 3.66m wide cricket nets with synthetic turf and 6.8m bowler's run ups, giving an overall size of 25.1m x 14.64m.

Other informal sports facilities across the campus include a four-lane 100m running track, an outdoor gym and several fixed table tennis tables.

Internal sports facilities are focussed on two separate Boys' and Girls' 9.1m high, 34m x 18m indoor sports halls, laid out for a variety of sports including four no. badminton courts. These would have a multi-layer sports vinyl flooring and be well served with a large storeroom directly adjacent to each. Changing facilities for staff, pupils and disabled persons are provided for each of the two Academies and each would also have an activity studio with a sprung floor, a sports lab and a multi-gym.

Entrances and boundaries

The entrance from Crest Road would benefit from works to improve the public face of the site, including a new 3m high security hut on the boundary with No. 114 Crest Road. Improvements to the boundaries here would result in new 3m high walls either side of the Crest Road access (i.e. on the boundary with Nos. 114 and 116), though this height would reduce to 2.5m due to the slope. Thereafter the boundary of No. 116 would be renewed with a 2.4m high timber fence enlivened with the same coloured panels proposed for the main blocks and No. 114 with a 2.4m high weld-mesh fence and additional buffer landscaping. Both these fences would be built within the site and would be installed without removal of the existing boundary treatment unless otherwise agreed between the Academies and the property owners.

The entrance from Dollis Hill Lane would be protected with a 2.4m high metal rail fence and gate. A short section of 2.4m high brick wall would be positioned either side of the access, beyond which the existing boundary treatment would be retained alongside No. 116 Dollis Hill Lane.

The other boundaries would be renewed with 2.4m high black powder-coated weld-mesh fences (with 165mm x 38mm mesh gauge) set alongside existing boundary treatments except where those are (a) damaged, in which case the existing treatment would be carefully removed, subject to consultation with the adjoining land owner, or (b) good quality and can be retained. The exception to this is a 1.8m high acoustic fence which would be erected alongside the joint boundary with No. 5 Orchard Close and part of the joint boundary with No. 118 Dollis Hill Lane.

Temporary accommodation

The application is supported by the document *Temporary Accommodation* (Wates, June 2011) and plans and elevations of the temporary building. The temporary building, positioned between the two existing blocks, will contain classroom and teaching spaces; office and accommodation areas; storage; toilets including disabled toilet facilities; internal access stairs; and platform lift.

HISTORY

This site and part of adjoining Dollis Hill Estate:

04/3941 Received 20/12/2004: An outline planning application for a mixed-use development re-providing education and B1, B2 & B8 uses; new school buildings for John Kelly Technology Colleges, consisting of a central shared admin/sixth-form block and separate wings for girls' and boys' schools; remodelling of car-parking and means of access to site; new business units, comprising D1, B1, B2 & B8 uses, to Dollis Hill industrial estate, including alterations to car-parking (matters to be determined: siting and means of access) (as accompanied by Design Statement for outline planning application dated December 2004 by Cube Design and revised by plans and confirmed by letter received 15/02/2005 and 22/02/2005) **Granted 17/03/2005 Not implemented**

Recent history for the Dollis Hill Estate:

10/1388 Demolition of existing buildings and erection of 160 residential dwellings comprising: 1 part two-, part three-, part five-storey block with a communal roof-terrace area to the three-storey part, comprising 21 x 1-bedroom and 26 x 2-bedroom private flats; 1 five-storey block comprising 17 x 1-bedroom and 26 x 2-bedroom shared-ownership flats; 1 five-storey block comprising 7 x 1-bedroom, 30 x 2-bedroom, 12 x 3-bedroom and 3 x 4-bedroom social-rented flats; with 146 car-parking spaces at basement level, associated hard and soft landscaping, emergency-access road to Brook Road, refuse stores and 137 secure cycle-storage spaces; erection of 18 three-storey, terraced dwellinghouses comprising 10 x 3-bedroom, 6 x 4-bedroom and 2 x 5-bedroom, all for social rent, with off-street parking and private amenity space (as amended by revised plans and documents received 03/08/2010) and subject to a Deed of Agreement dated 16

November 2010 under Section 106 of the Town and Country Planning Act 1990, as amended
Granted 16/11/2011 In the process of discharging prior to commencement conditions

10/1712 Refurbishment of existing building and change of use from employment uses (Use Class B) to educational use (Use Class D1) and external alterations including: erection of two staircases to first-floor rear, formation of green roof-terrace, creation of multi-use games areas, provision of 16 car-parking spaces (including 2 disabled bays) and 40 cycle stores, bin storage and associated landscaping (as amended by letter, reports and plans received 1 September 2010) and subject to a Deed of Agreement dated 16 November 2010 under Section 106 of the Town and Country Planning Act 1990, as amended **Granted 16/11/2011 Internal fit out underway**

POLICY CONSIDERATIONS

Local

The development plan for the purposes of S54A of the Town and Country Planning Act is the Brent Unitary Development Plan 2004, the Brent Core Strategy 2010 and the London Plan 2011.

Brent Unitary Development Plan 2004

Within the 2004 UDP the following list of saved 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 (including from conversions and changes of use).
- 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
- BE19 Telecommunications
- BE25 Development in Conservation Areas
- BE33 Tree Preservation Orders

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 played 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 states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.
- PS12 Car parking standards – Class D1
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

Open Space, Sport & Recreation

- OS9 Dual Use Open Space

Community Facilities

- 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
This sets out the spatial strategy, outlining where growth is to be focused.
- CP 5 Place making
Sets out requirements for place making when major development schemes are considered
- CP 6 Design & density in place shaping
Sets out the requirements for appropriate design and density levels for development
- CP 15 Infrastructure to support development
Requires that the infrastructure requirements of new development are met
- CP18 Protection and enhancement of Open Space, Sports & Biodiversity
Protects all open space from inappropriate development. Promotes enhancements to open space, sports and biodiversity, particularly in areas of deficiency and where additional pressure on open space will be created
- CP 19 Brent strategic climate mitigation and adaptation measures
Highlights the need for new development to embody or contribute to climate mitigation objectives, especially in growth areas
- CP 23 Protection of existing and provision of new community and cultural facilities
Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community facilities

Brent Supplementary Planning Guidance

SPG 17 "Design Guide for New Development" Adopted October 2001

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

SPG19 "Sustainable Design, Construction & Pollution Control" Adopted April 2003

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

Regional

London Plan 2011

Strategic planning in London is the shared responsibility of the Mayor of London, 32 London boroughs and the Corporation of the City of London. Under the legislation establishing the Greater London Authority (GLA), the Mayor has to produce a spatial development strategy (SDS) – which has become known as ‘the London Plan’ – and to keep it under review. Boroughs’ local development documents have to be ‘in general conformity’ with the London Plan, which is also legally part of the development plan that has to be taken into account when planning decisions are taken in any part of London unless there are planning reasons why it should not.

The plan identifies six objectives to ensure that the vision is realised:

- Objective 1: A city that meets the challenges of economic and population growth
- Objective 2: An internationally competitive and successful city
- Objective 3: A city of diverse, strong, secure and accessible neighbourhoods
- Objective 4: A city that delights the senses
- Objective 5: A city that becomes a world leader in improving the environment
- Objective 6: A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities

Key policies include:

Social Infrastructure

- 3.16 Protection and Enhancement of Social Infrastructure
- 3.18 Education Facilities
- 3.19 Sports Facilities

London's Response to Climate Change

- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable Energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban Greening
- 5.11 Green roofs and development site environs
- 5.13 Sustainable Drainage

London's Transport

- 6.1 Strategic approach
- 6.3 Assessing effects of development on transport capacity

- 6.7 Better streets and surface transport
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 6.14 Freight

London's living places and spaces

- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local Character
- 7.5 Public realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.14 Improving air quality
- 7.15 Reducing noise and enhancing soundscapes
- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

London Plan SPG

The Mayor's Transport Strategy (May 2010)

Sustainable Design and Construction – Supplementary Planning Guidance (2006)

Accessible London: achieving an inclusive environment (April 2004)

Planning for Equality and Diversity in London (October 2007)

National

Draft National Planning Policy Framework 2011

Weight to be given to it

Local authorities should take a proactive, positive and collaborative approach to the development of schools by working with schools promoters to identify and resolve key issues before applications are submitted. In determining planning applications for schools, local planning authorities should:

- attach very significant weight to the desirability of establishing new schools and to enabling local people to do so
- seek to mitigate any negative impacts of development through the use of planning conditions or planning obligations, as appropriate; and
- only refuse planning permission for a new school if the adverse planning impacts on the local area outweigh the desirability of establishing a school in that area. (CLG, July 2011: p36)

Policy statement - Planning for Schools Development, 15 August 2011

There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework. Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions. The Secretary of State will attach significant weight to the need to establish and develop state-funded schools when determining applications and appeals that come before him for decision.

Planning Policy Statement 1: Delivering Sustainable Development, 31 January 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 and Climate Change: supplement to Planning Policy Statement 1, 17 December 2007

This Planning Policy Statement (PPS) sets out how planning, in providing for the new homes, jobs and infrastructure needed by communities, should help shape places with lower carbon emissions and resilient to the climate change now accepted as inevitable.

Planning Policy Statement 5: Planning for the Historic Environment (2010)

The Government's overarching aim is that the historic environment and its heritage assets should be conserved and enjoyed for the quality of life they bring to this and future generations. To achieve this, the Government's objectives for planning for the historic environment are: (a) to deliver sustainable development by ensuring that policies and decisions concerning the historic environment recognise that heritage assets are a non-renewable resource, take account of the wider social, cultural, economic and environmental benefits of heritage conservation and recognise that intelligently managed change may sometimes be necessary if heritage assets are to be maintained for the long term; (b) to conserve England's heritage assets in a manner appropriate to their significance by ensuring that decisions are based on the nature, extent and level of that significance, investigated to a degree proportionate to the importance of the heritage asset, wherever possible, heritage assets are put to an appropriate and viable use that is consistent with their conservation, the positive contribution of such heritage assets to local character and sense of place is recognised and valued, and consideration of the historic environment is integrated into planning policies, promoting place-shaping; and (c) to contribute to our knowledge and understanding of our past by ensuring that opportunities are taken to capture evidence from the historic environment and to make this publicly available, particularly where a heritage asset is to be lost.

Planning Policy Guidance 8: Telecommunications, 23 August 2001

Planning Policy Guidance 8 (PPG8) gives guidance on planning for telecommunications development - including radio masts and towers, antennas of all kinds, radio equipment housing, public call boxes, cabinets, poles and overhead wires. The Government's policy is to facilitate the growth of new and existing telecommunications systems whilst keeping the environmental impact to a minimum. The Government also has responsibility for protecting public health. Material considerations include the significance of the proposed development as part of a national network. In making an application for planning permission or prior approval, operators may be expected to provide evidence regarding the need for the proposed development. Authorities should not seek to prevent competition between different operators and should not question the need for the telecommunications system which the proposed development is to support.

Planning Policy Statement 9: Biodiversity and Geological Conservation, 16 August 2005

PPS9 sets out planning policies on protection of biodiversity and geological conservation through the planning system. The Government's objectives for planning are: (a) to promote sustainable development by ensuring that biological and geological diversity are conserved and enhanced as an integral part of social, environmental and economic development, so that policies and decisions about the development and use of land integrate biodiversity and geological diversity with other considerations; (b) to conserve, enhance and restore the diversity of England's wildlife and geology by sustaining, and where possible improving, the quality and extent of natural habitat and geological and geomorphological sites; the natural physical processes on which they depend; and the populations of naturally occurring species which they support; and (c) to contribute to rural renewal and urban renaissance by enhancing biodiversity in green spaces and among developments so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and to people's sense of well-being; and ensuring that developments take account of the role and value of biodiversity in supporting economic diversification and contributing to a high quality environment.

Planning Policy Guidance 13: Transport, 3 January 2011

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 objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to: (a) promote more sustainable transport choices for both people and for moving freight; (b)

promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling and (c) reduce the need to travel, especially by car. 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 Guidance 17: Planning for Open Space, Sport and Recreation 2002

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.

Planning Policy Statement 22: Renewable Energy 2004

Planning Policy Statement 22 (PPS22) sets out the Government's policies for renewable energy, which planning authorities should have regard to when preparing local development documents and when taking planning decisions. This replaces Planning Policy Guidance 22 (PPG22). Increased development of renewable energy resources is vital to facilitating the delivery of the Government's commitments on both climate change and renewable energy. Positive planning which facilitates renewable energy developments can contribute to all four elements of the Government's sustainable development strategy: (a) social progress which recognises the needs of everyone; (b) effective protection of the environment; (c) prudent use of natural resources; and (d) maintenance of high and stable levels of economic growth and employment.

Planning Policy Statement 23: Planning and Pollution Control 2004

Any consideration of the quality of land, air or water and potential impacts arising from development, possibly leading to an impact on health, is capable of being a material planning consideration, in so far as it arises or may arise from any land use. In considering proposals for development, LPAs should take account of the risks of and from pollution and land contamination, and how these can be managed or reduced. The planning system should focus on whether the development itself is an acceptable use of the land, and the impacts of those uses, rather than the control of processes or emissions themselves. Planning authorities should work on the assumption that the relevant pollution control regime will be properly applied and enforced. They should act to complement but not seek to duplicate it.

Planning Policy Guidance 24: Planning and Noise (1994)

Planning Policy Guidance 24 (PPG24) guides local authorities in England on the use of their planning powers to minimise the adverse impact of noise. It outlines the considerations to be taken into account in determining planning applications both for noise-sensitive developments and for those activities which generate noise. It explains the concept of noise exposure categories for residential development and recommends appropriate levels for exposure to different sources of noise. It also advises on the use of conditions to minimise the impact of noise. Six annexes contain noise exposure categories for dwellings, explain noise levels, give detailed guidance on the assessment of noise from different sources, gives examples of planning conditions, specify noise limits, and advise on insulation of buildings against external noise.

Planning Policy Statement 25: Development and Flood Risk 2010

The aims of planning policy on development and flood risk are to ensure that flood risk is taken into account at all stages in the planning process to avoid inappropriate development in areas at risk of flooding, and to direct development away from areas at highest risk. Where new development is, exceptionally, necessary in such areas, policy aims to make it safe without increasing flood risk elsewhere and where possible, reducing flood risk overall.

CONSULTATION

Local consultees

Local residents, business and schools etc up to 700m away, a total of approximately 1200 addresses, were consulted on 5 July 2011. A press notice was posted on 7 July and four site

notices were posted on 11 July at both the Crest Road and Dollis Hill Lane entrances. Ward Councillors for Dollis Hill and Dudden Hill were also consulted.

Objections

To date (15 September) a total of 42 letters of objection have been received. Where multiple objections from one property are received, these are logged as only one objection. Of the 42 objections, 25 were in the format of a signed pro-forma.

The reasons for objecting can be summarised as follows:

- Principle
- Why has this scheme been adopted and not one which lowers the buildings and positions them nearer the centre?

- Visual impact
- Bulk and scale of the buildings out of character with the area
- Impact on Homestead Park conservation area
- Impact of telecommunications equipment
- Impact of the Dollis Hill Lane access road and car parking area on views from Gladstone Park

- Impact on neighbouring residential amenity
- Loss of outlook
- Overbearing impact
- Loss of privacy
- Loss of sunlight, daylight and overshadowing
- Noise & disturbance including from (i) the buildings and roof gardens; (ii) formal and informal play spaces; (iii) both access roads and manoeuvring vehicles; (iv) the bin stores; (v) cumulative impact of Dollis Hill Estate development
- Light pollution from floodlights and other outdoor lighting

- Parking, access and traffic impact
- Impact of access roads (see above)
- Traffic congestion
- Harm to highway and pedestrian safety, specifically from the new access road from Dollis Hill Lane
- Excessive parking provision

- Construction phase
- Noise and pollution of demolition and construction

- Other
- Air pollution
- Lack of meaningful community involvement and consultation
- The principle of community access for profit and the proposed hours of operation
- Increased risk of crime and anti-social behaviour
- Loss of property value

In addition to these individual objections, two petitions were sent to the Council before the application was submitted, in May and in mid-June. These had 71 and 30 signatories respectively and the reasons for objecting are included in the above list.

Local residents who had commented and those immediately adjoining the site boundaries were re-consulted on revisions to the scheme on 1 September 2011. To date (15 September) only one further objection was received, but the resident raised no new issues and the above total includes this letter. This re-consultation exercise is discussed in more detail in section 9.2, below.

Statutory and external consultees

Sport England, the Environment Agency, Natural England, English Heritage, the Metropolitan Police and Thames Water were all consulted on 5 July 2011. Transport for London was consulted on 8 August. The application was referred to the Greater London Authority (GLA) on 22 August.

Sport England

Sport England (SE) has been consulted as a non-statutory consultee.

Environment Agency

The Environment Agency (EA) raises no objection subject to a condition requiring further details of the surface water drainage strategy.

Natural England

Natural England (NE) has no substantive comments to make on this planning proposal; however NE would expect the Local Planning Authority to assess and consider the possible impacts resulting from this proposal on the following when determining this application: (i) protected species and in particular the potential impact of light pollution for nocturnal fauna should be considered. This is particularly relevant to the proposal for floodlighting on the Multi Use Games Area (MUGA); and (ii) biodiversity enhancements and in particular securing measures to enhance the biodiversity of the site from the applicant.

English Heritage

English Heritage (EH) does not consider that any further work need be undertaken prior to determination of this planning application but that the archaeological interest should be reserved by attaching a condition to any consent granted under this application.

Metropolitan Police

No comments.

Thames Water

Thames Water has no objection with sewerage infrastructure or water infrastructure.

Transport for London

Transport for London has raised no objection subject to conditions to secure:

- (i) minimum of 10% active and 10% passive electrical vehicle charging points;
- (ii) all cycle parking must be safe, covered and secure with good lighting and CCTV;
- (iii) Pedestrian Environment Review System (PERS) assessment to be carried out to review the quality of footways, routes to bus stops and amenities within the vicinity of the site;
- (iv) funding of £55,000 per year for three years to run an additional journey on the 245 route;
- (v) a contribution of £40,000 is secured within the s106 agreement to upgrade the two bus stops on Crest Road and the two bus stops on Dollis Hill Lane;
- (vi) recommends a Delivery Servicing Plan (DSP) and Construction Logistics Plan (CLP); and
- (vii) a Travel Plan, which should be secured, enforced, monitored and reviewed

Greater London Authority

The Greater London Authority (GLA) were consulted on 22 August 2011, at the GLAs request under section category 1B(c) of Part 1 of the Town & Country Planning (Mayor of London) Order 2008, which states: "Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings (c) outside Central London and with a total floorspace of more than 15,000 square metres." (Statutory Instrument 2008 No. 580). The statutory referral period has not yet ended (15 September) and comments from the GLA are expected on 21 September and will be reported to Members in a supplementary report.

Internal consultees

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

Transportation

No objections on transportation grounds to this proposal subject to revisions or conditions to secure:-

- (i) Submission and approval of a Travel Plan of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme (or any replacement thereof) with targets to reduce the modal share of journeys to and from the site by car to 15% for pupils and 50% for staff (as drivers);
- (ii) Further details of bicycle parking showing at least 238 covered spaces;
- (iii) Provision of electric charging points for at least 11 of the proposed car parking spaces, with passive provision at a further 10 spaces;
- (iv) Setting back of access gates at least 10m (Crest Road) and 5m (Dollis Hill Lane) from the highway boundary;
- (v) Formation of the new junction onto Dollis Hill Lane in broad compliance with drawing no. CS048373/HL/001B under a S278 Agreement at the applicant's expense;
- (vi) Submission and approval of Coach Management Strategy, to ensure coaches do not stand on surrounding roads when serving the school;

Environmental Health

No objection subject to conditions

Sport

No objection subject to conditions

Landscape & trees

No objection subject to conditions

Ecology

No objection subject to conditions requiring further details of habitat improvement measures (e.g. bird and bat boxes). For further detail see Section 5 of *Remarks*, below.

Sustainability

No objection subject to conditions to secure sustainability measures

REMARKS

1. Principle

The proposal is to comprehensively redevelop the Academies and to increase the capacity of both Academies by one form of entry, a total of 300 students. The Crest Girls' Academy will be 6 forms of entry (900 11-16 pupils) with 200 places for girls in the sixth form. The Crest Boys' Academy will be 5 forms of entry (750 11-16 pupils) also with 200 places in the sixth form. A total of 2050 school places will be available across both Academies, increasing the capacity from 1750 as existing. Relevant local policies include UDP policy CF7 *New Schools*, CF8 *School Extensions*, CF10 *Development within School Grounds* and TRN1 *Transport Assessment*.

1.1 Education demand

The Local Authority is experiencing an increasing demand for school places across the

borough in both the primary and secondary sectors and is experiencing a growth in pupil numbers which cannot be housed in current accommodation.

Demand for school places is mainly driven by: births; housing growth; increasing density of use of existing housing stock; increasing popularity of Brent schools (mainly due to the increasing quality of Brent's educational offer); inward economic and other migration; decreasing availability of places in neighbouring Boroughs; and increased live births and fertility rates.

1.2 Quality of existing education environment

Currently the schools have approximately 18,180sqm of existing floor area of which 3,000sqm is within temporary accommodation. The existing school buildings and sporting facilities are in poor condition, with many of the buildings requiring significant levels of investment to bring them up to current standards. An Ofsted report of February 1999 noted shortcomings in the quality of the accommodation, including small and poorly ventilated rooms, narrow corridors and small staircases. The resources within the schools are limited and lack potential to embrace new technology and teaching methods. The report also identified that the weaknesses in the provision for physical education and concluded that this was having a negative impact on standards: sports provision is almost non-existent with play spaces being well below the DfES recommendations for a school of this size both in terms of the informal and formal playing areas.

The age of the buildings is a primary cause of their condition, with many being potentially close to or in excess of their proposed lifespan. Since the Ofsted report in 1999 the buildings are likely to have deteriorated further, with no significant investment in the past decade.

1.3 Statutory duty

The Council has a statutory duty to provide education services for its young people. The Education Act 1996 Section 14 (1) states that the Local Education Authority shall secure sufficient schools, for providing (a) primary education and (b) education that is secondary education by virtue of Section 2 (2) (a) are available for their area.

1.4 Background to the project

An outline planning application (LPA ref 04/3941) was granted in 2005 for a new building for the predecessor John Kelly Boys and Girls Technology Colleges. This application—for a larger school than is now proposed—relied on the Compulsory Purchase Order (CPO) of land on the adjacent Dollis Hill Estate in order to accommodate it. That outline planning approval expired in March 2010.

A series of Executive reports in April 2006, September 2007 and February 2008 all agreed to continue work on the CPO. In order to seek funding to rebuild the Technology Colleges, in July 2008 an Expression of Interest was submitted to Government's Academies programme and this was followed by a report to the Council's Executive in June 2009 to discontinue the John Kelly Boys' and John Kelly Girls' Technology Colleges subject to the Secretary of State's approval for its replacement by The Crest Boys' Academy and by The Crest Girls' Academy. This was approved but the Executive deferred a decision on the site options available to rebuild the Academies (including the CPO) to July 2009.

In July 2009 the Executive decided that officers should pursue an option whereby the Crest Academies school extension scheme would proceed without need to take any extra land either by way of CPO or by agreement and confirmed that officers did not proceed with the CPOs made by the Council. The reasons for this decision are cited in the

Executive report and Record of Decisions, both of which are publicly available, but in summary the decision was based on the significant risks attached to the CPO in relation to anticipated delays which could potentially jeopardise funding for the project and the estimated cost of the CPO significantly exceeding the Council's budget for it.

Not pursuing the CPO meant the redevelopment would have to occur within the existing site boundaries and as such the 2005 outline permission could not be implemented. For this reason, in July 2009, Executive instructed officers to submit a new planning application and officers in turn appointed consultants to undertake a feasibility study with a smaller site area.

The July 2009 Executive Committee also instructed officers to investigate the feasibility of clearing/making level or terracing the underutilised southern part of the site leading into Dollis Hill Lane so as to provide suitable land for the schools expansion and a second access.

Some local residents have objected on the basis that this scheme has been adopted on cost grounds and that a scheme with less impact could be designed if more money were spent. Your officers can only assess the scheme before them. One of the main site constraints which this design has had to accommodate is the need to keep the existing school in full occupation throughout the construction process, hence the built form moving from the eastern to western parts of the site. As described below in section 3, the scheme has been tested against the borough's usual policies for new development and your officers consider the scheme would not cause unacceptable harm to local amenity.

1.5 *Site constraints*

The proposed scheme suffers from a number of constraints imposed by the physical characteristics of the site and the demands of the development process. The key constraints are that both Academies must remain in occupation throughout the construction period—the impact of the additional burden on the development process of lengthening the build programme by decanting all pupils to temporary accommodation would make redevelopment unviable—and that the site is surrounded by predominantly two-storey residential dwellings. In addition the site is constrained by the topography, the proximity to residential properties and the significant number of mature trees that must be retained wherever practicable.

1.6 *Planning merit*

Officers would draw attention to recent changes to the planning policy framework which puts a special emphasis on new schools development at both the national (draft *National Planning Policy Framework* 25 July 2011 and *Policy Statement - Planning for Schools Development*, 15 August 2011) and the regional level (*London Plan 2011*, policy 3.16).

The National Planning Policy Framework is only in draft form so limited weight should be given to it particularly if it contradicts existing adopted policy, but on the matter of schools development it states that: "Local authorities should take a proactive, positive and collaborative approach to the development of schools by working with schools promoters to identify and resolve key issues before applications are submitted. In determining planning applications for schools, local planning authorities should: (i) attach very significant weight to the desirability of establishing new schools and to enabling local people to do so; (ii) seek to mitigate any negative impacts of development through the use of planning conditions or planning obligations, as appropriate; and (iii) only refuse planning permission for a new school if the adverse planning impacts on the local area outweigh the desirability of establishing a school in that area." (CLG, July 2011: p36)

This is echoed in the recently adopted (22 July 2011) London Plan 2011 policy 3.18 *Education Facilities*, which states that “In particular, proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations.” (GLA 2011)

More recently, the Secretaries of State for Communities and Local Government and for Education have published a joint policy statement which states that “There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework. Local authorities should give full and thorough consideration to the importance of enabling the development of state-funded schools in their planning decisions. The Secretary of State will attach significant weight to the need to establish and develop state-funded schools when determining applications and appeals that come before him for decision.” (CLG 2011)

Your officers consider that the proposed scheme has substantial merit due to: (a) the provision of significantly improved facilities for the pupils of the Crest Academies; (b) an increase in the available number of secondary school places in the borough; (c) increased community access to the improved facilities including sports facilities to improve healthy living; (d) the new access road from Dollis Hill Lane and increased numbers of cycle-parking spaces serving to reduce pressure on Crest Road and encourage non-car modes of transportation; (e) a high quality development which meets the Council's sustainability objectives to mitigate and adapt to the effects of climate change; and (f) renewed boundary enclosures and expanded buffer planting, to improve site security and local habitat.

2. Visual impact

Relevant policies include Core Strategy policies CP5 *Placemaking* and CP6 *Design & Density in Place Shaping* and those UDP policies within part 3.7 *Urban Design Principles* of the *Built Environment Chapter*. The London Plan chapter *London's Living Places and Spaces* are also particularly relevant.

The proposed scheme involves the complete redevelopment of the site including demolition of all existing structures and re-grading of the ground to create a new campus with extensive sporting facilities.

The character of the area is generally suburban. Surrounding residential streets to the north, east and west comprise inter-war two-storey semi-detached and terraced houses with some purpose-built maisonettes on Vincent Gardens; some of these benefit from long, narrow gardens with mature vegetation. To the east of the southern part of the site lies the industrial area of the Dollis Hill Estate which is of poor quality though an extant planning permission is in place (LPA ref: 10/1388) for comprehensive redevelopment of that site for residential purposes, mostly in three no. five-storey blocks of flats.

The character of the site itself is of low quality, dominated by two dilapidated four-storey school buildings and contains a large number of temporary buildings; the four-storey buildings are highly visible features in the landscape. As a result the site is cramped, with little scope for quality sports pitches, informal play or landscape buffers. The contrasts in size, form and materials gives the existing site a disparate, piecemeal appearance. Many of the buildings appear to be in poor condition, and the grounds have an unkempt appearance.

The majority of the site lies on a north-facing slope rising from 57m above Ordnance Datum (AOD) at the Crest Road entrance to 73.5m AOD at its highest point. The site then descends to the south, to Dollis Hill Lane at 56.6m AOD. The land rises to the east of the site, to a high

point of 77m AOD, where the former Post Office Research Station is located. The resulting slopes are one of the key site constraints.

2.1 Bulk and scale

The scheme proposes three no. four-storey and one no. five-storey (with a sixth as a basement) blocks and uses the slope to its advantage by cutting in, rather than embanking, the levels so the blocks appear to be less bulky in the landscape than they would otherwise be. The existing main buildings extend to four storeys and, although they occupy a different position on the site, this has established a character of large buildings in this location. As such, whilst the proposed buildings will be higher than those currently onsite, the proposed scheme is not considered out of character, particularly given the significant improvements in quality of the blocks.

In reaching this conclusion, your officers have given significant weight to the separation of the four blocks, and this is considered crucial to the success or otherwise of the scheme. The design envisages 'pavilions in a park', with two central pavilions joined by a glazed atrium and a further two pavilions at either side of the central two attached via glazed walkways and distinctive central pods between them. The glazed connecting elements serve to maintain the separation of the blocks and prevent them merging into one bulky mass.

The applicant has produced a *Townscape and Visual Impact Assessment* (Capita Symonds, June 2011) which identifies the existing buildings as a local landmark (UDP policy BE34 *Views & Landmarks*): this is not the case, it is the former Cadbury Schweppes building on top of Dollis Hill, now known as Chartwell Court (also formerly the Post Office Research Station) to the south-east which is identified as a local landmark. The proposed buildings would be on the north-facing slope of Dollis Hill and this, combined with the proposed Dollis Hill Estate redevelopment between the two sites, suggests to officers that the development would not have an unacceptable impact on the setting of the local landmark.

Some local residents have objected to the proposal due to the impact it would have on the Homestead Park conservation area and on long views from Gladstone Park. Homestead Park conservation area lies on the south-facing slope of Dollis Hill and the suburban properties of Vincent Gardens lie between the conservation area and the development site, which is 135m from the closest edge of Homestead Park; as such your officers do not consider that there would be any harmful impact to the character or setting of the conservation area. The part of the site visible from Gladstone Park is that which would have the new access road and footpath from Dollis Hill Lane. A number of mature trees are located on this narrow strip of steep land, which is subject to the aforementioned area TPO (see section 5.2, below, for more details). At present the land is generally overgrown but does provide an attractive green area during summer months. The proposal includes the retention of most of the trees subject to the TPO and the suitable replacement of any which are to be removed. Additional trees will be planted as a buffer along the edges of the land and as such your officers consider the visual impact of the new access road would be minimal and not a reason for further alteration.

2.2 Design and form

The individuality of the blocks is the foundation of the design principle of 'pavilions in a park' and the design of the connecting elements is not overly influenced by the design (and bulk, scale) of the more corporate-looking pavilions; thus they do not merge the pavilions and vice versa, maintaining that distinctiveness and keeping the bulk of the development to acceptable levels.

In particular the 'pods', with their distinctive form and bold use of colour and fenestration, are crucial to maintaining that contrast with the pavilions; this distinctiveness is enhanced by the fact the ground floor would be glazed, giving the pods a lighter appearance.

The entrance pavilion projects out to announce its function and would be clad in a bright mix of coloured panels to link the pavilion with the entrance hut at the Crest Road entrance. With the site accesses and the main building porch employing the same language, the entrances should be legible to staff, pupils and visitors alike, essential for enjoyment of the site and to facilitate enhanced community access.

2.3 Materials & detailing

The proposed materials have not been submitted with the scheme and would therefore be secured by condition requiring samples of materials to be submitted and approved before works commence. It is particularly important with this scheme—which relies on a relatively simple architectural form for the main blocks yet has distinctive features such as the glazed atrium and the pods—that the materials and detailing are of a high quality. Indicative materials such as the coloured Trespa panels have the quality of durability and add colour and interest to the otherwise quite regimented facades of the pavilions, whilst timber cladding can help soften the visual impact of the buildings in the landscape and brick at ground floor is a durable and attractive material.

Since the success of the scheme relies upon the quality of the materials and the detailing, your officers suggest an additional condition requiring the approval of further details of key junctions of different materials types and the pavilions, linking corridors and pods, the eaves, depth of window reveals, sills and junctions of materials around windows and around any wall-mounted external vents. These details should be locked into the design by providing suitably scaled drawings (1:20, 1:50) of those areas for approval.

A limited amount of 1.8m high acoustic screening is proposed to the rooftop amenity areas to the north and west sides of Blocks 1 and to the south side of Block 4. These screens will be obscured by the 1.1m high parapets from most areas around the site due to the height of the buildings; further details of these fences shall be secured by condition to ensure these integrate with the materials panel for the overall scheme.

3 Impact on neighbouring residential amenity

Local residents adjacent to the site have objected to the proposals on the grounds of the harm that would be caused to their amenity and in particular the overbearing impact of the blocks and the loss of privacy which would result from the blocks' proximity to their boundaries and the presence of classrooms facing their properties, the loss of daylight and sunlight to their properties and gardens and the disturbance which would result from noise and light pollution.

The Council seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the need for new development. On new developments such as this the main impacts on amenity to be considered are: (i) overbearing impact of the size and scale of the building(s); (ii) loss of outlook, which is related to overbearing impact; (iii) loss of privacy; and (iv) loss of sunlight. Following the policies contained within part 3.7 *Urban Design Principles* of the *Built Environment Chapter* of the UDP, the council has published Supplementary Planning Guidance No. 17 "Design Guide for New Development" (SPG17) which establishes generally acceptable standards relating to these matters, although site specific characteristics will mean these standards could be tightened or relaxed accordingly. Overbearing impact arising from the height of blocks is controlled via 30 degree and 45 degree planes from neighbouring habitable rooms and relevant boundaries; privacy is quoted as distances between directly facing habitable windows and from boundaries. The London Plan chapter *London's Living Places and*

Spaces are also particularly relevant.

Neither outlook nor light have specific values, although light is generally controlled to BRE standards. Noise impact, at least in terms of this type of development, and light pollution are also not subject to specific values and are, to some extent, covered by separate legislation in terms of public health or nuisance, by Section 79 of the Environmental Protection Act 1990. The threshold for what constitutes a statutory nuisance can be high, however, and as such the local planning authority is able to consider a lower threshold in respect of local amenity and is also able to balance the interests of local amenity with the interests of the development. As a result, there will be a degree of subjectivity to any judgement of what constitutes acceptable levels of impact on local amenity when assessing a planning application and officers will base their judgements on what is reasonable.

3.1 Overbearing impact

Overbearing impact is a combination of the height of the structure, the distance between it and the garden edge of neighbouring properties and between the structure and neighbouring habitable room windows and the bulk of the structure.

The closest block to residential properties is Block 4, the southern-most boy's block. The minimum distance from the edge of Block 4 to the rear face of adjacent properties is 34m, to No. 67 Vincent Gardens. The minimum distance to rear boundaries is 14.5m to the garden of No. 83 Vincent Gardens; both these properties are maisonettes. Although the distance of the proposed buildings from the western boundaries is much reduced in comparison with the existing buildings and the eastern boundary, the distances to the rear faces of the properties is similar (between 35-60m distant).

Blocks 2 and 3, the middle two blocks, are closest to Vincent Gardens to the west: Block 3 is 18.9m to the garden edge and 54m to the rear face of No. 95 at its nearest point and Block 2 is 17.6m to the garden edge of No. 103 and 62m to the rear face of No. 105.

Block 1, the northern-most block, is closest to the garden edge and rear face of No. 113, at 19.8m and 67.7m respectively. To the north of Block 1 lie two terraces of house, Nos. 114-136 Crest Road. The block is 21.2m to the garden edge of No. 130 and 49.9m to the rear face of No. 128. These Crest Road properties lie on a lower part of the slope beneath Block 1.

In terms of height, each of the blocks would have 1.1m high parapets around the edge, to provide edge protection for maintenance staff, other staff and pupils. In light of the sensitivity of the height of the buildings with local residents, your officers have sought confirmation of the need for high parapets. With regard to maintenance work, 'man-safe' fall arrest systems were considered by the applicants, however they do not necessarily prevent workers falling; rather they minimise the potential of injury if they do. Such a system requires user discipline and active management monitoring in order to operate effectively. The applicant's Construction (Design and Management) Coordinator has advised that the omission or reduction of the parapet below statutory height would result in an unacceptable residual design risk, which may lead to the roof areas becoming maintenance access only and thus compromise the scheme design.

Furthermore, external teaching will also take place at roof level. Whilst the teaching terraces will be protected by guardrails and acoustic screens around, a permanent 1100mm edge parapet will provide a second line of defence to an area likely to be occupied by students, albeit under supervision. In addition, the parapet will afford some visual screening around the roof mounted plant and also provides enhanced screening from overlooking of adjacent properties which mitigates the concerns by a number of neighbouring properties. On balance your officers are satisfied that the parapets are an

appropriate height for the use and activities proposed.

SPG17 provides a standard by which new development can be tested for its appropriateness in terms of size and scale. In particular it states: "...it is important that the relationships created between (and within) buildings, and between buildings and private amenity spaces, does not become detrimental by being over-dominant or overbearing in terms of the overall quality of design: (1) in general, the building envelope should be set below a line of 30 degrees from the nearest rear habitable room window of adjoining existing property, measured from height of 2m above floor level; (2) where proposed development adjoins private amenity/garden areas then the height of new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of 2m." (p14)

All blocks comply with the requirements of SPG17 in quantitative terms when measured from the garden edge (not the site boundary in some cases as there is an area of land between some properties which forms neither residential gardens nor school land) and rear windows; at no point are the 30 and 45 degree two lines broken by the building. This is demonstrated on drawings 910004-P01 *Planning SPG17 Distance Plan*, 063201-P00 *Planning SPG17 Sections Sheet 1* and 063202-P00 *Planning SPG17 Sections Sheet 2*.

Your officers are of the opinion that the development complies in qualitative terms as well: the angled lines create a volume in which development can occur but that is not to say that a single large block would be acceptable. The design of four distinct blocks, each separated either by a corridor-and-pod arrangement or by a glazed central atrium, gives relief to residents to the west by providing views between the blocks, whilst the reduced scale of the top floors of Blocks 1 and 4 serve a similar purpose for residents to the north and south of the blocks.

Your officers are satisfied that, by virtue of the arrangement of four blocks and the use of excavation to set the central blocks into the ground, the proposed scheme provides a substantially larger internal area than the existing school without causing unacceptable harm to the amenity of neighbouring residents in respect of overbearing impact.

The scheme also proposed a three-storey block of temporary school accommodation between the two existing four-storey blocks. This temporary accommodation would meet the requirements of SPG17 in terms of bulk and scale and officers consider it to be acceptable.

3.2 Outlook

Whilst the development will be highly visible, the distances between the blocks and the rear of neighbouring properties are such that, in the opinion of your officers, the outlook of residents would not be materially harmed. Similarly the temporary accommodation would not cause unacceptable harm to outlook.

The proposal for the new 3m high security hut on the boundary with the front garden of No. 114 Crest Road is considered acceptable in light of the existing character of that part of Crest Road and the need to provide as strong a public face as possible given the lack of street frontage available. Your officers do not consider that it nor the adjoining walls and fences would materially harm the outlook of the neighbouring residents.

3.3 Privacy

Due to the relocation of the school blocks and their height, maintaining acceptable levels of privacy for those residents along Crest Road, Tanfield Avenue and Vincent Gardens is essential. SPG17 contains general guidance on acceptable distances which should be

maintained to the boundary of development sites and between buildings (section 3.3: p15). Normally a distance of 10m to the boundary and 20m between facing habitable room windows is acceptable.

The blocks are all at least 34m from the nearest habitable room windows on neighbouring properties—with most relationships in excess of 50m—and at least 14m from the edge of neighbouring gardens, with most in excess of 17m. Moreover the development has been designed to minimise the number of classrooms which would have direct overlooking of neighbouring gardens, although in some instances it has not been possible to design this out completely. Officers have considered the harm to local amenity which could arise from residents' perception of overlooking and have judged this to be acceptable for the following reason. The distances achieved are such that if the development was for residential use it would comply with the guidance and one would reasonably expect a greater potential for overlooking from flats which could have residents within them throughout the day and night at all times. Schools are occupied for fewer hours than residential accommodation and, with the exception of some use of classrooms and roof top spaces out of hours, neighbouring residents can expect the schools to be vacant in the early mornings and late evenings. The level of community use envisaged is not likely to significantly alter that expectation and the proposed condition requiring a Community Access Plan (section 7.8.4) would be able to identify which rooms are used out of normal school hours, avoiding those on the south side of the southern-most block which are closest to neighbouring properties.

The temporary accommodation also complies with the 10m and 20m guidance and is considered acceptable.

As shown on plans 063101-P01 *Typical External Wall Sections - Sheet 1 - Wing 1 & 4*, 063102-P01 *Typical External Wall Sections - Sheet 2 - Wing 2 & 3* and 061208-P01 *GA Plan Proposed Plan Level 6*, the accessible roof top spaces have been set back from the edges of the blocks to prevent people from looking directly over the edge of the roof and those more sensitive edges—by virtue of their relative proximity to the edge of neighbouring gardens—would be screened with 1.8m high acoustic screening. To the west and east, and north and south internally, the barrier to the spaces would be 1.1m high which, given the distances from the edge of the building and the boundaries, would be sufficient to prevent harm to local amenity.

Local residents adjoining and near to the proposed new access road and footpath from Dollis Hill Lane have objected on the grounds of loss of privacy. Drawing 940531-P00 *The Crest Academies Dollis Hill Lane Entrance Proposed Sections* shows the height of the proposed fence and the changes to the levels of the footpath. Your officers do not expect that any material harm would arise from this aspect of the development: along with moving the existing footpath generally farther away from the boundary, the scheme proposes the enhancement of the means of enclosure to each adjoining garden, with a 2.4m high weld-mesh fence, retention of as many of the existing trees as possible and additional planting of trees and shrubs.

3.4 Sunlight, daylight & overshadowing

Some residents have objected to the proposed scheme on the basis of loss of sunlight, daylight and overshadowing. SPG17 section 3.4 refers to sunlight and the application includes daylight and shadow path models, shown on drawings 060001-5 *Daylight/Shadow Path Modelling Sheet 1-5*.

The 30 degree line in SPG17 which controls bulk and scale serves a dual purpose and development which is below it is likely to not have a materially harmful affect on daylight and sunlight within residential properties. This is slightly less strict than the 25 degree line set out in the BRE guidance document *Site Layout Planning for Daylight and Sunlight: A*

Guide to Good Practice (BRE 1991) but the relationships are such that the blocks also lie below a 25 degree line.

In terms of overshadowing, the BRE guide recommends that no more than two-fifths—and preferably no more than one quarter—of any garden or other amenity area should be prevented from receiving any sunlight at all on 21st March. The applicant has modelled the path of the sun on 21st March and has identified that no areas of open space will be in permanent shadow on that day. The applicant has also modelled each month at the hours of 09.00, 11.00, 13.00, 15.00 and 17.00 and this shows that the impact of the development in terms of overshadowing would be acceptable.

3.5 *Noise & disturbance*

Planning Policy Guidance No. 24 *Planning and Noise* (PPG24) classes schools and housing in the same category in terms of noise sensitivity: “The Secretary of State considers that housing, hospitals and schools should generally be regarded as noise-sensitive development...” (CLG, 1994: para 6). The UDP contains policies to control noise and prevent harm to noise sensitive development (policies BE12, EP2, H22), but since schools and residential are within the same category, there is no specific policy which identifies schools as incompatible with residential areas; the types of noise generating development the UDP and PPS24 seeks to control include “road, rail and air transport and certain types of industrial development” (CLG, 1994: para 2).

What is reasonable in terms of noise nuisance is not fixed but influenced by many factors, mainly: (i) the noise must have or be likely to have an effect; (ii) duration of the noise – noise will not be a nuisance if the noise is short term, temporary or occasional; (iii) time of day – noise at night is more likely to cause nuisance than during the day; (iv) the nature and character of the area is important; (v) sensitivity of the complainant – if the complainant or use of the land affected is deemed to be abnormally sensitive, there can be no actionable nuisance (Brent Council Environmental Health Noise Policy, 2004: p7).

The application is supported by a *Noise Impact Assessment* (Capita Symonds, June 2011) which has been prepared following advice given by the borough’s Environmental Health officers. The report identifies four main noise sources, as follows:

3.5.1 *Mechanical plant*

The scheme uses Air Source Heat Pumps as the main renewable energy technology (see section 7.2.3, below), and these would be located on the roofs of the blocks, as would the extract equipment for the kitchen.

Initial modelling of the noise impact of the mechanical rooftop plan indicated that the fans originally selected for use would have exceeded the PPG24 night time noise criterion. As a result the applicant has proposed to replace the fans with quieter units, thus removing any need for additional acoustic barriers at rooftop level. These revised details were received on 30/09/11 and the borough Environmental Health officer has confirmed that these are acceptable.

3.5.2 *Outdoor sports facilities*

Officers anticipate that both the concentration and the frequency of use of the sports pitches will increase due to demand for the quality playing surface and an increase in pupil numbers, as well as increased availability due to out-of-hours use facilitated by the proposed floodlights. Those properties which are likely to be affected include those on Crest Road, Nutfield Road, the allotments and the re-developed Dollis Hill Estate, which lies above the proposed sports pitches.

The test here is what is considered reasonable with regards to the amenities of

surrounding residential properties. The borough Environmental Health officer has advised that similar sporting facilities can typically operate up to 22.00 without being considered a potential noise nuisance, provided of course that the level of noise is not itself a cause of nuisance. However, as discussed in section 7.84, below, your officers consider the cumulative noise impact of the normal school activities and intensive after school use would be such that more restrictive hours of operation would be appropriate in this location. A restrictive condition is proposed which would limit the hours of operation to the following, which officers believe would reasonably safeguard local amenity:

08.00-21.00 Mondays to Fridays
08.00-20.00 Saturdays
09.00-19.00 Sundays and Bank Holidays

Although the borough Environmental Health officer is satisfied with the proposals, additional acoustic fencing to the more sensitive edges of the main Boys' and Girls' sports pitches were considered by officers and the applicants but it was concluded that, on balance, the benefit that this may have brought to neighbouring occupants is outweighed by (a) the potential harm to vulnerable students who may be subjected to bullying out of sight behind the screens; and (b) the removal of natural surveillance of significant parts of the site and the boundaries, giving rise to possible vandalism and security concerns along those boundaries.

Subject to the condition limiting the hours of operation, the noise impact of the sport pitches is considered acceptable. A further condition of approval will be that no music, public address system or any other amplified sound system shall be installed or used externally on the site without the prior written approval of the Local Planning Authority to limit potential for harm to local amenities.

3.5.3 Road traffic

Local residents have objected to the proposal on the grounds of the noise disturbance which would arise from the new access road from Dollis Hill Lane and the service road in the north-west corner of the site, and the methodologies employed in the *Noise Impact Assessment*.

Whilst 'road' is identified in PPG24 as a noise generating development, the nature of the road is relevant. The access road from Dollis Hill Lane serves the staff car park and vehicle movements are likely to be predominantly one way in the morning and the afternoons. This low frequency activity, combined with low vehicle speeds and the time of day the activity would take place means the road is not expected to have any significant harmful impact on the amenity of neighbouring residents. The use of the access road in the evenings for community events may increase the level of disturbance; the control of this use is discussed below, in section 7.8.4, but members should note that officers do not believe that the unlimited use of this road would result in material harm to local amenity.

On the matter of the methodology employed by the applicant's noise consultant and the quality of the data collected in the *Noise Impact Assessment*, the borough Environmental Health officer has reviewed the assessment and raised no objections. The applicants have provided a response to the resident's concerns, see section 9.2 below for more detail. Your officers have no reason to not accept the *Noise Impact Assessment* and its findings as reliable.

A local resident has referred to an Inspector's appeal decision at a different site, regarding a residential development and a narrow access road between two existing houses; each case is considered on its own merits and the circumstances of that

particular proposal differ substantially to this scheme.

Residents to the west of the site have objected to the proposed service road running to the rear of Crest Road properties from the Crest Road entrance and then south along the rear of properties in Vincent Gardens and in particular the noise and disturbance that would result from service and delivery vehicles and the bin stores. The applicants have clarified that a normal operational pattern would be five delivery vehicles per day (two food delivery vans, one stationery/supplies van, one Post Office van and one miscellaneous delivery van) and one refuse vehicle per week. The service road is set off the boundary by between 4-6m and is generally lower than the neighbouring gardens. Moreover the boundary will be enhanced with additional tree planting which would provide some noise mitigation and reduce the visual impact of the service road and bin storage area. Low-level bollard-mounted lights are proposed as part of the general lighting strategy (see section 3.6.2, below).

For these reasons, your officers do not consider that the north-west service road would result in unacceptably harmful levels of noise and disturbance to nearby residents and it is not, therefore, considered a reason for refusal.

3.5.4 Construction

Residents have also objected on the grounds of the noise and disturbance arising from the construction of the development. Ordinarily little weight can be given to objections on these grounds since these matters can be controlled by separate environmental legislation and the applicants have provided a Construction Method Statement containing information on hours of operation and measures to minimise noise impact and control hours of working are discussed within section 6. The borough Environmental Health officer is satisfied that construction noise can be controlled using the legislation available (Section 61 Notice under the Control of Pollution Act 1974).

3.6 Lighting

Brent's UDP saved policy BE8 regarding lighting and light pollution considers lights and states that conditions can be used to control nuisance to residential amenity. PPS23 *Planning and Pollution Control* states that local planning authorities should take account of "the need to limit and, where possible, reduce the adverse impact of light pollution e.g. on local amenity" (CLG 2004: p12) as a material consideration in taking decisions on individual planning applications; PPG17 also requires local authorities to ensure that local amenity is protected when assessing applications for floodlighting (CLG 2002: para 18).

Light pollution can occur as (i) sky glow, the visible glow around urban areas; (ii) glare, the brightness of a light source against a dark sky; and (iii) light trespass, light spillage beyond the boundary of the property on which the light is located.

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

The degree of nuisance caused by lights is subjective. The Institute of Lighting Engineers have produced a document *Guidance Notes for Reduction of Obtrusive Light* (2005) which defines environmental zones by their character, in this case, the site would fall within category E3, a Medium District Brightness Area described as "small town centres or urban locations." (ILE 2005, p3). The Guidance defines what may be considered Obtrusive Light, and prior to 23.00 hours, in a location with environmental zone E3 such as this site, this is defined as light trespass into windows of 10 lux. It should be noted that this site is located

in a suburban location with numerous streetlights on neighbouring roads and a degree of light spill will be inevitable.

3.6.1 Sports pitch lights

The planning system aims to balance the interests of local amenity with the interests of achieving greater participation in sport and better healthy living. Given the limited hours of daylight in Britain in the winter, floodlighting is essential if the community is to make maximum use of the sporting facilities on this site, in line with the Government's objectives (DEFRA, 2006). Modern floodlighting employs a number of technological devices which have resulted in improved performance with reduced light trespass and sky glow and as such "floodlights which are properly planned and installed are unlikely to result in any adverse impacts on the surrounding areas", as noted by Sport England in their document *Planning Bulletin 14: Intensive Use Sports Facilities Revisited* (Sport England 2004: p7).

Badly specified or poorly installed floodlighting, however, can create a genuine disturbance to residents and therefore it is essential that applications for floodlights include technical specifications and accurate predictions of the performance of the scheme.

The two main sports pitches, located to the north-east of the site, adjacent to the boundaries with Crest Road (to the north), Nutfield Road (to the east) and the Dollis Hill Estate residential development (to the south), would both be equipped with floodlights; each would have eight no. 8m masts with 1KW Philips lamps with double asymmetric distribution with flat-glass technology: this means that the body of the floodlight sits horizontal to the pitch, reducing glare, and acts as a front baffle (with an additional internal baffle) to reduce unwanted illumination that would produce light trespass into surrounding properties.

The Girls' pitch would be lit to a maintained illuminance level of approximately 265 lux and the Boys' pitch would be lit to a maintained illuminance level of approximately 400 lux. There are a number of bodies which give recommended lighting levels for sports and within these bodies there are different lighting requirements depending on the level the sport is being played at e.g. competition or recreation. Sport England guidance—in the document *A Guide to the Design, Specification & Construction of Multi Use Games Areas (MUGAs) Including Multi-Sport Synthetic Turf Pitches (STPs)*—is clear, however, that where conflicting guidance is given by different organisations or publications regarding the recommended standards of lighting for different sports, reference should be made to the appropriate National Governing Body for the sport(s) concerned.

The FA has a minimum illuminance standard of 120 lux for its Category 3 pitches (general training and recreational/school competitions). England Hockey has a minimum illuminance standard of 300 lux for training purposes. This means proposed lighting level for the Girls' all-weather pitch, which would only be used for football and hockey training, would meet the FA requirements and would not significantly differ from England Hockey requirements.

The England Netball Association has a minimum illuminance standard of 400 lux for its Category 2 pitches (outdoor courts intended for intended for local league, school, recreation and community use).

England Basketball has a minimum illuminance standard of 500 lux for the lowest-rated category, but this is a category which includes youth leagues. Competitive and out-of-hours basketball, however, would only be played in the internal

sports halls and so this level of lighting is not required.

The Lawn Tennis Association has a minimum illuminance standard of 400 lux for the principal playing area of the court.

The applicant initially provided one light spill plan (900402-P02) which modelled the light trespass (horizontal spill) of the floodlights with a maintained illuminance standard of 409 lux for both the Girls' and the Boys' pitches. This was considered acceptable but your officers, in consultation with the borough Sports officer, asked the applicant to ensure that the maintained illuminance standard met the various National Governing Bodies' standards. Further detail of the glare was also sought by your officers.

In response, the applicant submitted two light spill plans (UKS7310-5-HSPILL and -VPSILL) which showed both the light trespass (horizontal light spill) and the glare (vertical light spill). In error these plans showed a significantly reduced maintained illuminance level which would not have complied with the various National Governing Bodies' standards on the Boys' MUGA.

The applicant is in the process of revising the light trespass and glare diagrams to show a maintained illuminance level of 400 lux to the Boys' MUGA and 265 lux to the Girls' all-weather pitch, which would comply with the relevant National Governing Bodies' standards. These plans will be received before the committee site visit and officers will review them and Members will be updated in a supplementary committee report.

Your officers are satisfied, however, that the various plans already received and assessed allow officers, with advice from the borough Environmental Health officers, to make an informed judgment on the impact of the floodlights, balancing the interests of amenity and sporting activity whilst also providing a mechanism for enforcement action should complaints arise once the floodlights are operational.

Environmental Health officers have assessed the proposals for the floodlights and, on the basis that the predicted light trespass at the rear of neighbouring properties would be no worse than 2-5 lux for both the higher and the lower maintained illuminance levels, are satisfied that the 10 lux maximum as set out in the ILE guidance notes would be met and this, combined with the proposed controls on the hours of operation, means the impact on neighbouring amenity is considered acceptable to Environmental Health.

A further consideration is the impact of floodlighting on wildlife and in particular bats (see below, section 5.5), which can be resolved with limits on the hours of operation.

The applicant has proposed the following operating times for the floodlighting: 18.30–21.30 on weekdays, 08.00–21.30 on weekends and 09.00–21.30 during school holidays. As discussed above (section 3.5.2) and below (section 7.8.4), the operating times of the external pitches should be controlled to minimise the impact on local amenity to acceptable levels and your officers consider the applicant's proposed times should be reduced to protect local amenity. A restrictive condition is proposed which would limit the hours of operation of the external sports pitches to the following, which officers believe would reasonably safeguard local amenity and prevent unacceptable disturbance to bats:

- 08.00-21.00 Mondays to Fridays
- 08.00-20.00 Saturdays
- 09.00-19.00 Sundays and Bank Holidays

Officers propose that this restrictive condition also includes the following clauses:

- Any floodlights associated with the hockey pitch shall be switched off within 15 minutes of these times and the pitch vacated; and
- within these time parameters, the floodlights shall only be switched on when the court is in use

Officers also suggest imposing a condition requiring post-completion testing, to ensure the floodlights meet the expected performance levels set out in the submitted technical details and incorporating a mechanism for securing either further baffles/screens or reduced hours of operation.

3.6.2 Other outdoor lighting

See drawing 900401-P01 *External Lighting Planning* and 900405-P00 *Proposed External Lighting Layout*. The lighting strategy for the other outdoor lighting includes a mixture of building-mounted, bollard and column-mounted as appropriate to ensure safe travel around the building and cycle ways. The light source shall be from long life low energy lamp sources and shall provide a “white light” output to assist with CCTV capabilities and for security.

In summary, bollard lighting will be installed along the new access road from Dollis Hill Lane, giving way to 6m column-mounted lamps within the upper car park and within the site, mostly along the central access route. The access from Crest Road and the service route would be equipped with bollard lighting, with the exception of three 6m column-mounted lamps by the lower car park. Along the rear boundaries with Vincent Gardens bollard lights are proposed. Some 6m high wall-mounted lights are proposed to the buildings but none facing west towards Vincent Gardens, otherwise 3m high wall-mounted lights are proposed. These lights produce average horizontal illuminance levels of 20-24 lux for the car parks, 11-14 lux for the access roads and 17-28 lux for the footpath through the site. Drawing 900401-P01 *External Lighting Planning* shows the light spill from the proposed lighting and at no point would the other outdoor lighting result in unacceptable harm to neighbouring residential amenity.

External lighting use for the terrace/roof areas shall be limited to the Academies’ operational hours and will be controlled via a manual switch.

The other external lighting shall incorporate a photocell/time clock control and be arranged in such a manner that the photocell will switch the external lighting on once it becomes dark with a time clock switching the external lighting off at the pre-set time in line with the core operating times, to be set by condition (see sections 3.52, 3.61. or 7.8.4) except when later events may occur (e.g. Governors’ meetings, award ceremonies). The photocell shall also be used to switch the external lighting off should it become light prior to the pre-set time in order to save energy.

The other outdoor lighting is considered acceptable, subject to a condition to define its control mechanism and timings to accord with the general operational times.

4. Parking, access and traffic impact

UDP policy CF7 *New Schools* requires new schools to have an acceptable transport impact and schemes will be subject to measures to reduce car usage. Policy TRN1 *Transport Assessment* ensures applications will be assessed for their transport impact and developments with a potentially significant impact on the transport network should submit a Transport Assessment. Policies TRN2, 3 and 4 relate to testing that impact and measures to make

transport impact acceptable. The London Plan 2011 contains a number of relevant policies including 6.1 *Strategic Approach*, 6.3 *Assessing Effects of Development on Transport Capacity*, 6.9 *Cycling* and 6.13 *Parking*.

The application is supported by a *Transport Impact Assessment* (Capita Symonds, CS/048373-18/D_002, June 2011) and full details of offsite highway works and proposed parking and access have been received.

The site does not lie within a Controlled Parking Zone and as such, away from road junctions, on-street parking is generally unrestricted. The surrounding streets are not listed as being heavily parked at night, but there is noticeable parking congestion around Crest Road at the start and finish of the school day, due partly to the close proximity of the site to Braintcroft Primary School; some local residents have objected to the scheme on the basis of this drop-off and pick-up congestion.

A parking accumulation survey carried out by the applicant's transport consultants in May showed a maximum accumulation of 90 cars on the site and plenty of spare parking capacity on the surrounding roads. Public transport access to the site is moderate (PTAL 2), with five bus services (112, 182, 232, 245 & 332) within 640 metres (8 minutes' walk).

4.1 *Parking*

4.1.1 *Car parking*

Existing car parking provision totals approximately 100 spaces: there are 20 parking bays on the access road from Crest Road, with a further 70-80 parking spaces scattered around the school site, although most are not formally marked. Car parking allowances for educational uses are set out in UDP policy 22 and standard PS12 of the adopted UDP 2004; the London Plan 2011 policy 6.13 *Parking* does not have a standard for education uses, but points to PPG13 standards where the London Plan is silent. Brent UDP standard PS12 allows up to one space per five staff, plus 20% for visitors. With 325 staff proposed, up to 78 standard width spaces would be permitted under PS12 (PPG13 has a standard for higher and further education of one space per two staff; there is no relevant London Plan standard). The proposed provision of 99 standard width spaces therefore exceeds the borough standards, however in mitigation, the level of parking proposed is no greater than the existing provision within the site, despite the 17% increase in staff numbers, so this proposal will serve to bring the school more into line with restraint-based parking standards than is currently the case.

In mitigation for this provision and in order to comply with London Plan 2011 policy 6.13, at least 11 spaces must be provided with electric charging points (i.e. active), with a further 10 spaces capable of being provided with electric charging points in the future (i.e. passive); officers suggest that this be secured by a suitably worded condition.

Six disabled parking spaces are indicated, which complies with the requirements of standard PS15 for 5% of all spaces to be widened and reserved for disabled parking.

4.1.2 *Cycle parking*

Ten bicycle parking spaces are provided. Standard PS16 requires at least one bicycle parking space per 10 staff/students, giving a requirement for 238 spaces. Details of the cycle parking and coverings can be addressed by a suitably worded condition.

4.1.3 *Coach parking/waiting*

The borough Highway and Transportation officer and some local residents have raised a concern about the lack on-site provision of coach parking. No specific

provision has been made for coach access however the Academies do not currently use coaches for school trips, and do not expect in the future as they have their own school minibuses. The applicant claims, however, an existing arrangement with nearby Braintcroft Primary School (on the opposite site of Crest Road) means that should coaches be required for school trips they wait within that school's car park. According to the applicant, this management arrangement would continue: your officers suggest that a condition be attached to any planning permission requiring further details of this or any other suitable arrangement be submitted prior to occupation of the new academy buildings.

4.1.4 Servicing area

Although there are no specific standards for schools, consideration also needs to be given the service vehicle access. To this end, service vehicle access is to be provided from the Crest Road entrance to a service yard at the rear of the buildings and tracking has been provided to demonstrate that this will accommodate refuse vehicles. This proposal is unlikely to lead to any significant increase to servicing patterns for the school and joint facilities such as shared kitchen should reduce the number of deliveries from existing levels.

4.2 Access

Alterations are also proposed to the existing access arrangements; UDP policies TRN13 *Traffic Calming*, TRN14 *Highway Design* and TRN16 *The London Road Network* are particularly relevant.

4.2.1 Staff access

A new 90m long vehicular access route is proposed from Dollis Hill Lane to serve the upper car park of 87 spaces. This has been designed to a gradient of about 5% for the first 10 metres, before rising at a gradient of about 14% up the hill into the site and then easing to 7% within the car park. A kerb build-out with 4m kerb radii will be provided at its junction with Dollis Hill Lane, with gates set 3m from the highway boundary. Further to the original submission, amended plans have been received showing the width of this driveway at 4.1m, narrowing to 3m in two locations and including a speed table across Dollis Hill Lane at the junction.

The design of the proposed new vehicular access onto Dollis Hill Lane is acceptable, with 4m kerb radii, tactile paving and build-outs being proposed—which provides good visibility splays—and the junction being kept clear of adjoining driveways. The only concern raised by Highway and Transportation officers is to ensure the access gates are set back adequately and in this respect, they should be set up to 5m from the highway boundary to allow a car to wait clear of the highway whilst they are opened and closed. This can be secured by condition.

With regard to the new access road, a width of 4.1m is acceptable and will allow two cars to pass one another safely. The localised narrowing to 3m is also acceptable where required to protect trees and to act as a traffic calming feature with priority signage. The easing of the gradient as it meets Dollis Hill Lane is welcomed, to ensure vehicles emerge safely onto the major road. The gradient into the site then steepens to about 14% (1 in 7), which exceeds the usual recommended maximum gradient for new roads, although the topography of the site makes this a necessity in this case.

Many local residents around the southern part of the site, particularly those on Hillcrest Gardens, have objected to the new access road from Dollis Hill Lane, on grounds including noise and disturbance, loss of privacy and the cumulative impact of this and the neighbouring Dollis Hill Estate development. Partly in response to this, the applicants have revised their proposals for this access road and as a result the road

has been narrowed (see above). This has provided additional space alongside the road to ensure more existing trees can be retained, to provide additional buffer planting and to realign the footpath so that in general it is farther away from the boundaries with Hillcrest Gardens properties than at present; in one location, however, the path will remain on its current route, in order to avoid excavations around the roots of a retained tree. Sections along and across the road and path demonstrate that privacy will not be materially harmed by these works, and the 2.4m fence would not harm security. The cumulative impact of this road and the Dollis Hill Estate, in terms of noise, is not expected to significantly increase beyond existing localised noise levels: the residential development at the Dollis Hill Estate will not have any surface parking or roads near Hillcrest Garden properties and there is no evidence to suggest that the noise of the residents of the new flats would be materially different to the noise generated by other similar flatted schemes in the area, including nearby Chartwell Court.

4.2.2 Visitor and servicing access

The existing access road from Crest Road is to be re-provided to a constant width of 5.5m, with a segregated 3.2m wide footway on its eastern side set behind a 1.7m wide verge. Kerb radii onto Crest Road are shown at 6m, with gates set 6.5m from the highway boundary. This access will serve 18 car parking spaces (incl. six disabled) and the shared service yard area. The improvements to the site access from Crest Road are welcomed, in terms of the increased carriageway width and kerb radii, which will ensure good access for service vehicles (with tracking having been provided to demonstrate this). The provision of a segregated footway into the site from this access is of particular benefit. The only concern raised by Highway and Transportation officers is to ensure that the gates should be set up to 10m from the highway boundary, to ensure space for a refuse vehicle or two cars to stand without obstructing the pedestrian footway along Crest Road. This can be secured by condition in the event that a revised plan is not received in time for the committee meeting.

4.2.3 Pedestrian access

The existing footpath access from Dollis Hill Lane will remain, with minor alterations to its path which in most cases would see it repositioned farther away from the rear boundaries of neighbouring properties. As with the existing situation, the footpath into the site from Dollis Hill Lane will incorporate a number of flights of steps, which will not satisfy DDA regulations. However, this is no different to the existing situation and, in mitigation, disabled access routes from Crest Road will be improved. Handrails will be required at each flight of steps.

This pedestrian access will link across the site to the Crest Road entrance via a continuous, well-defined footpath which could also be used to provide access for emergency vehicles should the need arise.

4.3 Traffic impact

The scale of this proposal is such that it would be likely to have a significant impact on the local transportation network. As such, Policy TRN1 of the adopted UDP 2004 requires the submission of a Transport Assessment and Travel Plan with the application and this has been prepared by Capita Symonds Ltd.

In order to assess existing conditions, modal split information for staff and students was taken from the existing Travel Plan for the site (as surveyed in 2009) and this was cross-checked against a snapshot survey undertaken in June 2011. The two surveys showed similar results, with about 10% of boys travelling to the site by car and 21-24% of girls doing so. About 65-70% of staff were identified as driving to the school.

Applying these figures to a full current intake of 1750 students produces existing traffic volumes of 327 pupil trips by car (who are generally dropped off in surrounding streets) and 188 staff trips as car drivers (plus 29 as car passengers).

To provide a robust assessment of potential future impact, it has been assumed that the above percentages will remain unaltered; however it is anticipated through the implementation of a travel plan that this figure will be less. On the basis of the existing percentages this would lead to an additional 48 car trips by pupils and 33 car driver trips by staff.

Extensive traffic surveys have also been undertaken around the site along the Crest Road and Dollis Hill Lane corridors in the morning and afternoon peak hours to establish existing traffic and pedestrian flows into and out of the site and in the area generally. Flows into and out of the school were then increased on a pro-rata basis to reflect the proposed increase in students and staff, with staff trips reassigned to the new Dollis Hill Lane entrance to reflect the new access arrangements for the staff car park.

The access to the staff car park from the new Dollis Hill Lane entrance will inevitably increase traffic flows on that road. However, this increase has been assessed as amounting to less than 5% of the existing traffic volumes in both the morning and evening peak hours, so is not significant enough to cause concern. The boroughs' Highway and Transportation officers have assessed the future operation of the Dollis Hill Lane access itself and consider additional vehicular movements can be accommodated.

The impact of the proposal on other roads in the area will be similarly limited, with Crest Road likely to benefit from the reassignment of staff vehicles away from the existing school entrance. As such, there is not considered to be any need to carry out capacity assessments on any of the nearby road junctions in the vicinity of the site.

The maximum level of staff parking accumulation is estimated to peak at 105 cars during the day, therefore matching the level of parking to be provided on the site. Parking surveys undertaken in the Transport Assessment show the surrounding area to be generally lightly parked during the day and thus able to accommodate a degree of overspill parking. It is noted that pupils will not be permitted to use parking spaces within the site and this is welcomed.

Road accident statistics for the surrounding area for the period February 2008 to January 2011 were also examined and a total of 14 personal injury accidents were identified within about 250 metres of the two school entrances, none of which resulted in serious injury.

Three accidents involved pedestrians, with two occurring on Crest Road outside the school entrance – both being associated with large groups of pedestrians crossing at school opening/closing time. The vehicle speeds in both cases was understood to be low though, which does not point to an obvious shortcoming in the road layout. Two nearby accidents involved cyclists, though neither were schoolchildren.

Three accidents on Dollis Hill Lane involved loss of control, one of which resulted in a vehicle overturning, which is an indicator of high speeds in the road. This reinforces the need for the proposed speed table across the site entrance junction, as part of a wider traffic calming scheme for the road, as discussed below in section 4.4.

In terms of trips by other modes, the proposed expansion in the school roll is estimated to generate an additional 158 trips by public transport, 151 of which would be by bus (about 50% of extra pupil trips and 25% of extra staff trips). With 30 buses per hour passing the site in each direction, this would average an additional 2.5 passengers per bus, which is not considered particularly significant. Transport for London has been consulted to

consider the implications of this on their services and despite the relatively low numbers of additional pupil trips, TfL has requested a financial contribution of £55,000 per annum for three years to provide an additional journey on the 245 bus route in the mornings; your officer understand the applicant is in the process of seeking further information from TfL regarding the data on which this request is based and further comments will be reported along with those from the GLA in a supplementary report (see section 9.1, below).

The school currently attracts a healthy proportion of pupils by foot (37% for boys and 26% for girls), but in trying to boost these figures through the Travel Plan, a PERS (pedestrian environment) audit should be undertaken to key identify areas where pedestrian and cyclist provision could be improved, even if funding for such works is provided via other sources. A condition is suggested to this end.

4.4 *Off-site highways works*

Given the existing high speed of traffic in Dollis Hill Lane—as noted by some local residents and surveyed by the transport consultants—the introduction of turning movements alongside the existing pedestrian entrance to the school is of concern and further mitigation measures are considered necessary to ensure school children can continue to cross the major road safely. To this end, the applicant has produced a revised junction layout (drawing CS048373/HI/001 Rev C) which accommodates a speed table across Dollis Hill Lane, with the bus stop opposite shortened in length. TfL was consulted on 8 August 2011 to consider the implications of this shortening on their services; no comments have yet been received but should TfL have comments before the committee date these shall be reported to Members in a supplementary report.

The borough Highway and Transportation officer welcomes these works and it is therefore recommended that any planning consent is subject to a condition requiring the access junction to be constructed at the applicant's expense in broad compliance with this drawing through an agreement under S278 of the Highways Act 1980.

4.5 *School travel plan*

Whilst the overall traffic impact of the development and its amended access arrangements is generally acceptable, with traffic distributed more evenly around the site, this does not overcome the need to try to keep traffic levels to a minimum: the addition of 300 school places does still have the potential for parents to cause traffic and parking problems in the area, with almost 50 additional two-way pupil car trips in each peak hour being predicted in the area if existing car usage rates remain unchanged. Accordingly, the application is supported by an *Operational Travel Plan* (Capita Symonds, June 2011).

The Travel Plan proposes a number of measures—including travel information packs, map displays on notice boards, promotional activities, Bike User Groups, home-working, car sharing, car park management—to try to keep car journeys to existing levels. These measures would be overseen by Travel Plan Co-ordinators for the schools via annual monitoring surveys. The broad content of the Travel Plan is considered by your officers to be reasonably thorough, although interest-free loans for season tickets are a key measure that can be offered to staff to encourage public transport use.

However, in assessing the Travel Plan using TfL's ATTrBuTE programme, it scored a fail, largely on the basis of interim targets not being set at this stage and the lack of certainty around how the Travel Plan will be secured and funded. As such, the Travel Plan is not yet of sufficient quality to be accepted but this is a matter which can be controlled by condition, to be discharged prior to occupation of the new school.

To try to reduce the additional car trips for the enlarged school to zero, a target should be

set to reduce the existing car modal share by pupils to 15% and by staff (drivers) to 50% by five years after opening and these targets should be specified in the relevant condition. Interim targets of 16% and 58% after three years should also be specified. Subject to compliance with this condition, your officers are satisfied that the traffic impact of the scheme will be acceptable.

4.6 *Construction phase*

The construction of the new buildings will be phased to allow the existing school to be kept open. A *Construction Method Statement* (CMS) and revised *Construction Vehicle Management Plan* (CVMP) have been submitted to ensure these issues are properly considered.

4.6.1 *Construction vehicular access*

All construction vehicles will be routed to the site from North Circular Road via Tanfield Avenue, with vehicles departing via Oxgate Lane to Edgware Road. In this way, delivery vehicles should not meet each other travelling in opposite directions, thereby helping to maintain traffic flow through the area generally.

The CVMP have been designed to limit delivery movements as far as possible and a profile of expected movements over the course of the construction period has been produced. This shows vehicle movements peaking at about 230 deliveries per week (one every 10 minutes) between about weeks 32-45.

Deliveries will be provided with pre-booked time slots at least 48 hours in advance to ensure site staff are available to unload the vehicles and ensure that delivery vehicles do not obstruct the highway. These times will be co-ordinated to avoid clashes with school opening and closing times, with general working hours otherwise being 08.00-18.00 on weekdays and 08.00-13.00 on Saturdays. Any vehicles not adhering to their delivery slot will be turned away and required to book a new slot.

All loading will be done within the site by crane and lorries will all turn within the site and leave safely, under the guidance of a banksman. A speed limit of 5mph will be enforced within the site. Wheel washing will be provided and vehicles will be sheeted to avoid debris being carried onto the highway.

4.6.2 *Pedestrian, staff, visitor and servicing access*

As the existing school will need to remain operational throughout the construction period, a temporary building will be provided in the centre of the existing site to enable the western part of the site to be fully vacated for construction works and this will in turn result in a temporary realignment of the access roads within the site. Once the new car park is completed early in the construction phase, all vehicular traffic for the school will be required to use the Dollis Hill Lane access, leaving construction access from Crest Road (with a segregated path for pedestrians to the school).

4.6.3 *Construction phase Travel Plan*

A Travel Plan for construction staff is proposed to complement the limited amount of parking that will be provided within the site. This will promote car sharing (possibly with a crew bus), provide bicycle parking and encourage public transport use amongst staff. Attempts will also be made to employ local staff to reduce journey distances, with staff otherwise generally arriving before 08.00 and leaving after 16.00 to avoid school opening and closing times.

5. Landscape, trees, boundaries and ecology

5.1 Landscape

The application is supported by a set of comprehensive proposals for hard and soft landscaping across the site. At present the site benefits from a number of mature trees, particularly around the boundaries, but lacks any structured landscaping other than grassed amenity areas positioned between hard landscaping, temporary buildings and parking areas. The less frequently used southern access from Dollis Hill Lane, which is covered by an area Tree Protection Order (see section 5.2, below), does have some landscape value but this is relative to the otherwise unremarkable suburban character of the area and aside from the trees the area is overgrown with scrub and brambles.

5.1.1 Soft landscaping

The applicants have followed the 'pavilions in a park' approach for the design of the buildings through to the landscaping and the scheme layout details how this approach would be implemented in practice. The borough Landscape officer has reviewed the plans and proposals and supports the overall masterplan and the species proposed (with the exception of some additional species of trees, see below); where the original proposals lacked some detail or sufficient density of planting, the borough Landscape officer has sought additional planting and this has been incorporated into the revised plans received at the end of August.

In particular the Landscape officer welcomes that the project's landscape architect will administer all aspects of the hard and soft landscape throughout the Design and Build contract, as well as during the rectification and maintenance periods and that the agent will be overseeing the contract so as to ensure high quality standards and execution.

Given the detail of the plans which have been provided, the need to condition further details of landscaping is removed, save some minor points and to secure a landscape management and maintenance plan.

5.1.2 Hard landscaping

The hard landscaping proposals are similarly more advanced than is often the case for planning applications and the layout is generally welcomed by the borough Landscape officer. A condition requiring further details, including samples if necessary, of the proposed materials and the extent of permeable paving is suggested to ensure high standards are maintained across the site; particular attention will be paid to the entrances to the site and the main public route to the entrance of the shared accommodation.

5.2 Trees

The Academies occupy a backland site and there are a number of mature trees both on the site and immediately adjacent to the site boundaries. These are, however, mostly limited to the margins of the site and with the exception of a line of trees through the centre of the site many would be retained as part of this scheme. The application is supported by an *Arboricultural Impact Assessment* (Capita Symonds, July 2011) and a number of detailed sections where earthworks or development are proposed in close proximity to retained trees.

The borough Tree officer has assessed the proposals and is generally satisfied. Overall, the scheme proposes the loss of approximately 70 trees but a strategy to replace those trees at a ratio in excess of 4:1 new for existing; this will provide sufficient mitigation for the

loss of trees including some good quality mature specimens. The soft landscaping plans indicate where the replacement trees would be positioned, with most positioned to bolster the landscape buffer. Your officers consider this an important provision as an increased landscape buffer, with suitable large trees, will help to preserve the backland character of this site and will provide additional privacy for neighbouring occupants.

An area Tree Preservation Order (TPO) is in place for the area on the southern slope of the site near Dollis Hill Lane, encompassing a number of trees. This TPO (LPA ref 11/001115) was made on 12 September 2011 and replaced an earlier TPO—made in March 1997—for the location which had some errors: it appears that some of the protected trees had not been plotted in the correct location or had since died or been removed. The replacement TPO protects all trees within a linear stretch of land running north from Dollis Hill Lane to the rear of the school, the main entrance of which is within an area bounded by residential properties to the east and west. It has been decided to use the area classification as this can be modified to include specific trees and exclude others at a later stage following any alterations to the site during proposed development.

The borough Tree officer has confirmed that trees of particular importance and visual amenity in this location include a group of Lime (Dollis Hill Lane entrance), two Silver Maples and a twin-stemmed Sycamore. Various groups of smaller trees help create a rather unkempt scrub-like green corridor. A TPO does not, however, place a moratorium on works, including removal, to trees but ensures that the Council has the power to retain the better quality trees in this area based on their arboricultural merit and visual amenity value and can secure an adequate replacement programme should it prove necessary to remove some. The above-mentioned trees of particular importance are planned to be retained as part of this scheme and plans and sections have been provided to satisfy the borough Tree officer that the works would not unduly risk the health of the retained trees.

The new access road and footpath from Dollis Hill Lane in this part of the site has been subject to a number of objections from local residents, not least because of the perceived harm which would befall the visual amenities of the area from the loss of this green corridor. Your officers are satisfied that the measures they and the applicants have taken to make a new area TPO and, by narrowing the roadway and moving the footpath from the boundary to create more space, the planned retention of many existing trees and planting additional new trees are sufficient to overcome the visual impact of the loss the ground scrub and some less significant trees.

Offsite trees have been included in the tree survey and the borough Tree officer is satisfied on the basis of information provided that the group of three veteran Oak trees situated on the western boundary of the site, within the land at the rear of Vincent Gardens properties, would not suffer from any invasive construction activity (specifically major level change) within their root protection areas. To ensure this remains the case as construction details are prepared, a detailed Arboricultural Method Statement (AMS) and Tree Protection Plan (TPP) covering all trees to be retained within and on the periphery of the site should be submitted prior to any works being carried out on that part of the site, to be secured by condition.

The AMS should state the requirement for a suitably qualified arboriculturalist to be in attendance during all invasive works that take place in proximity to Root Protection Areas (RPAs). The arboriculturalist should keep photographic and written records of any damage to tree roots and report back to the borough Tree officer. The AMS should also include full details of the no-dig methodologies and design to be used around each of the retained trees, where hard landscaping works are proposed in proximity of the RPAs.

Once initial tree removal works have been carried out, protection should be erected in accordance with an approved TPP that should be inspected by the borough Tree officer

prior to further commencement; it is recommended that this is secured by condition.

These conditions have been worded to allow the applicant to undertake the work within the phases established in the development description: it will not be necessary to protect all trees at the same time as works will be occurring in different parts of the site at different times.

Following consideration of the final revised plans submitted at the end of August, the borough Tree and the borough Landscape officers have requested that some revisions be made to the soft landscape plans to include a number of species of evergreen tree reinforce the proposed trees around the floodlights, particularly to the north of the Girls' all-weather pitch and to the north-east of the Boys' MUGA: this will help mitigate the impact of the lighting in years to come. Suggested species include Red Western Cedar, Holm Oak, Douglas Fir and Scot's Pine. Whilst it will take up to seven years before the beneficial effects of this to be felt, your officers believe that a mix of deciduous and evergreen trees will provide a substantial and effective visual screen in those areas.

In addition, the upper car park presents a good opportunity for some larger, so-called Heavy Standard, trees and the landscape scheme should be revised to include a number of these within the car park and particularly at the end of the parking bays, replacing some of the proposed multi-stem birch. These two points are included in a suitable condition.

5.3 Boundaries

Aside from the substantial amount of proposed planting around the boundaries, the applicant has reviewed the entire site boundary and catalogued the existing boundary treatments. In many locations these are either low (e.g. 1.2-1.8m), in poor quality, damaged or a combination of the three. The applicant proposes to erect a 2.4m high weld-mesh fence alongside the existing boundary treatments in most cases, but as drawing 940551 shows, those stretches of existing treatment that are not adequate will, with the adjoining landowners' permission, be removed and replaced with the 2.4m high fence.

At the entrances to the site a more attractive boundary treatment is proposed, with 2.4m high brick walls and timber fences clad with the same coloured panels to be used on the main buildings.

In terms of visual impact, privacy and security the proposed boundary treatments are acceptable.

5.4 Ecology

The application is supported an *Ecological Verification Survey Report and Impact Assessment* (Capita Symonds, June 2011), which concludes that the site is considered to be of low ecological value but with potential for some protected and notable species and notably the scrubby woodland and scattered trees on the site.

There are four notable habitats within the application site: hedgerows; broadleaved, mixed and yew woodland; grassland; and trees. The broadleaved woodland along the access from Dollis Hill Lane and the two lines of trees through the centre of the site (west to east) are to be lost as part of the proposed development.

The site has the potential for supporting breeding and foraging birds, reptiles, foraging and roosting bats, red foxes and the Western European hedgehog. No protected or notable plants were recorded on the site during the survey.

The *Ecological Verification Survey Report and Impact Assessment* identified the tree planting plans as providing some long term benefits to the ecological value of the site, to offset the loss of the habitat along the Dollis Hill Lane access route. Natural England (NE) were consulted on the proposals and their comments reflect the conclusions of the *Ecological Verification Survey Report and Impact Assessment*, with no in-principle objections but there is a need for some further measures to improve the habitat of the site, including installing bird nest boxes on suitable trees within or near to the site and wherever possible, plant tree and shrub species of native, local provenance to attract foraging and commuting bats and breeding birds, which include berry bearing shrubs and trees.

5.5 Bats

The application is supported by a *Bat Emergence/Re-entry Survey Report* (Capita Symonds, ref CS\048373, June 2011). Dusk emergence and dawn re-entry bat roost surveys were carried out on two separate occasions in mid-June 2011, during the optimal survey season for bats (which occurs between May and August). Weather conditions were suitable.

Bat activity within and immediately adjacent to the site is limited and no bats were recorded emerging or re-entering any of the buildings on the site. As such the impact of the proposed scheme on roosting bats is negligible.

In terms of the impact of the proposed scheme on foraging and commuting bats both during and post construction, the report considers that this is also likely to be negligible and to some extent beneficial assuming recommendations provided within the report are implemented.

Bats are sensitive to strong lighting as it distracts them as they commute and forage and lighting can favour certain bat species. The report acknowledges the design of the lighting but recommends low-level lights where possible and strict controls on when those lights are extinguished; these controls would be secured by condition should Members grant planning permission.

The report also recommends that bat boxes (suitable for pipistrelle species) are installed on suitable retained mature trees around the perimeter of the site, or on mature trees near to the site. These further details would also be secured by condition. In addition the landscape plan should incorporate some of those species identified in Appendix I of the *Ecological Verification Survey Report and Impact Assessment* which support bats.

6. Construction phase

The construction period is divided into three main sections: (1) the Enabling Works; (2) Phase 1; and (3) Phase 2. Subject to contract and discharging any pre-commencement conditions, the enabling works are programmed to start in October 2011 half term and overall the works would take 166 weeks with a projected completion date of December 2014.

6.1 Enabling Works

The Enabling Works involve construction of the temporary school accommodation and staff car park/access road from Dollis Hill Lane. These need to be in place by the time Phase 1 works commence. The accommodation modules will be erected during a holiday, but fit out and construction of the foundations, road and car park will happen during term time. Access to construct the upper car park and new access road will be from the Dollis Hill entrance. All trees covered by TPO's or identified as being retained will be protected during these works using the methods detailed by the Landscape Architect.

The modular units for the temporary accommodation will be craned onto prepared foundations during Christmas 2011 holidays and fitted out thereafter in preparation for decant/occupation during the February 2012 half term holidays.

It is expected that the temporary accommodation will be occupied for approximately 114 weeks between February 2012 and April 2014.

6.2 Phase 1

The Phase 1 construction works cannot commence until the Academies have vacated the buildings within the site area and decanted into the new accommodation. The Enabling works are programmed to be complete at the end of the 2012 spring term, allowing the holiday period for the Academies to vacate the existing buildings within the Phase 1 construction area and decant into the new accommodation provided with the enabling works.

Phase 1 demolition involves removing temporary modular units, 6th form block and other simple permanent structures. Following this the bulk excavation and piling will be commenced with Phase 1 also encompassing the erection of the new Academy buildings and the hard and soft landscaping surrounding them.

During this Phase the Academies would lose access to their hard court games areas and instead have to rely on a temporary hard court area; the Academies' internal facilities and existing off-site arrangements would remain unchanged.

6.3 Phase 2

On completion of the new Academy buildings at Easter 2014, both Academies will vacate the existing buildings and temporary accommodation and decant into the new facilities. At this point the temporary accommodation will be removed and sent off site for recycling prior to the demolition of the old permanent buildings.

During this Phase the Academies would lose the temporary hard court games area and would rely on the new internal sports facilities and existing off-site arrangements.

Following demolition the hard and soft landscaping of the remainder of the site would be completed by December 2014, subject to the programme being adhered to.

6.4 Construction Method Statement

The application is accompanied by a *Construction Method Statement* (Wates, June 2011) and a revised *Construction Vehicles Management Plan* (Wates, June 2011).

6.4.1 Hours of work

Hours of work are controlled by other Environmental Health legislation and your officers do not propose to add any condition to restrict these. The hours of noisy working are restricted to 08.00-18.00 Monday to Friday, 08.00-13.00 Saturdays and at no time on Sundays and Bank Holidays. In light of the constrained times for demolition and construction works there are likely to be a number of occasions where additional permission is required for quiet work out-of-hours and the applicants will set up a procedure for notifying Environmental Health Nuisance Team as well as local residents.

For comments on noise during the construction process, please refer to section 3.5.4 above.

6.4.2 Contractor parking

Please refer to section 4.6.3 above.

6.4.3 Air Quality

The development is within an Air Quality Management Area and Environmental Health officers would seek to ensure that during and after construction the proposed development will not have a detrimental impact on local amenity from dust/particulates or nitrogen dioxide. Some local residents have objected on this basis. The *Construction Method Statement* outlines measures to reduce this impact, including: using plant and machinery fitted with bafflers, silencers and dust extraction; using construction techniques which minimise dust, noise and vibration; water will be used to dampen down demolition operations to minimise dust; external scaffolding will be clad to contain dust and noise; wheel wash facilities will be provided at the vehicle accesses.

6.4.4 ICE Demolition Protocol

Your officers suggest a restrictive condition be attached to any permission, to ensure the materials from any demolition are dealt with in an appropriate manner.

6.4.5 Considerate Contractors

This would be part of the BREEAM requirement.

7. Sustainability

Achieving sustainable development is essential to climate change mitigation and adaptation. The most recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 *Brent Strategic Climate Change Mitigation and Adaptation Measures* and the GLA's London Plan 2011 policies within Chapter Five *London's Response to Climate Change*.

7.1 Compliance with Brent policies

In support of the proposal's objective of satisfying Core Strategy policy CP19 *Brent Strategic Climate Change Mitigation and Adaptation Measures*, a BREEAM Preliminary Assessment has been submitted predicting the development would achieve 75.18% which exceeds the minimum requirement for Excellent rating (70%), providing flexibility within the design should credits be lost through the detailed design and construction process.

Brent's UDP 2004 policy BE12 and SPG19 *Sustainable Design, Construction & Pollution Control* 2003 require the submission of a Sustainable Development Checklist; the application is supported by a completed Brent Sustainable Development Checklist which demonstrates a score of 50% can be achieved. This will comprise one of the approved documents, should planning permission be granted.

In respect of Brent's sustainability policies, the proposal is considered acceptable.

7.2 Compliance with London Plan 2011

The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by London Plan 2011 policy 5.2 *Minimising carbon dioxide emissions* part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

7.2.1 Lean measures

The application is supported by the documents *Building Regulations Part L* (Capita Symonds, June 2011) and *Sustainability & Energy Statement* (Synergy Consulting Engineers, June 2011). In summary, the proposal meets and exceeds the criteria of London Plan policy 5.2(b) for 25% improvement on 2010 Building Regulations. The proposed energy strategy achieves 37.1% improvement on 2010 regulations.

The following passive design measures to reduce energy use and exceed Building Regulations 2010 are proposed (including reducing demand for air conditioning and cooling): (i) shallow plan design; (ii) glazed atrium; (iii) block arrangement to create sheltered courtyards; (iv) use of thermal mass for passive cooling; and (v) louvres in façade to allow night time cooling. High performance u-values are proposed and welcomed:

Energy demand will also be reduced through the use of the following efficient lighting and appliances: (i) highly efficient T5 fluorescent lamps in classrooms; (ii) LED lighting in corridors; (iii) all lighting with occupancy sensors; and (iv) lower power computer terminals for students.

In addition lighting controls will include a photosensor in each classroom for daylight availability and PIR (passive infra-red) in each classroom for occupancy, roller blinds (manually operated) to reduce glare and the lighting has been designed to meet the specific requirements of each space.

7.2.2 Clean measures

There are no nearby proposals for district heat and power networks, however the heating system will be designed so that the central heating plant can be replaced by a plate heat exchange to connect to any district network should one come forward in the future. This approach is supported by the borough Sustainability officer. The feasibility of combined heat and power (CHP) has been assessed and the applicant has demonstrated that the school will have insufficient operating hours to support a CHP system; consideration has been given to 'out-of-hours' usage although this is unlikely to be of a scale to support CHP. The heating, lighting and ventilation system is fully automatic and operates on an individual room-by-room basis so that only those rooms in use at any time will be heated/lit/ventilated. Tri-generation CHP has been considered to provide heat-driven chillers for IT server rooms, however this technology requires large cooling demand in order to be efficient.

7.2.3 Green measures

Different renewable energy sources have been evaluated and discounted with the exception of air source heat pumps (ASHPs) and some demonstration photovoltaic panels and a wind turbine (for education demonstration purposes). Whilst the borough Sustainability officer does not fully support the reasoning behind not pursuing some of the alternative green measures (such as Solar Thermal Hot Water and particularly Biomass boilers) and others have legitimately been discounted on terms of cost or viability, the ASHPs are considered an acceptable solution. The ASHPs will provide for heating and hot water demand and are estimated to provide 21.1% of the site's energy demand over an estimated payback period of four years. Three ASHPs are proposed with an average Co-efficiency of Performance of 6.11 and annual heat output of 451,832 KWh. A condensing, gas-fired boiler will be used to give backup in the event of heat pump failure or in extreme (<0 deg C) weather.

7.2.4 Summary

The borough Sustainability officer is satisfied that the proposals are in accordance with London Plan policy 5.3 *Sustainable Design & Construction*, incorporating sustainable design principles in the following ways: (i) carbon dioxide emissions

reduced by total 22.9% through a range of lean and green measures; (ii) measures to avoid overheating include louvres and VRF multi-split system to provide additional cooling in IT server rooms; (iii) water use will be minimised by installing leak detection & pulsed out-put metres, low-flow fixtures and collecting rainwater to supply WC flushing and irrigation; (iv) mitigation measures have been incorporated to minimise noise and light pollution; (v) targets have been set to minimise waste and maximise recycling, a min 95% of all waste generated will be diverted from landfill and a target of 20% Recycled Content of materials using WRAP net waste toolkit has been set. The scheme will register with Considerate Constructor Scheme & score a minimum of 36 (Best Practice standard); (vi) the impermeable area will be reduced post-development, reducing the risk of surface water flooding, paved areas will have permeable surfaces including the all weather pitch, ball court and car parking areas; (vii) windows will be manually operated, and louvres will be motorised and controlled automatically to provide user comfort, temperature control and CO2 control during the day. The louvres are controlled on a room-by-room basis to prevent over-cooling in north-facing rooms during the night purge mode; (viii) the contractor will make use of the WRAP Net Waste tool to select materials which have a reduced impact on the environment and are more sustainable; and (ix) measures have been incorporated to promote and protect biodiversity including native tree planting in the car parking, suitable measures to protect existing trees and installing bat boxes.

Brent considers the proposal to have incorporated suitable climate change adaptation measures, particularly to prevent overheating (London Plan policy 5.9 *Overheating and cooling*) through a shallow plan design, block arrangement to create sheltered courtyards, use of thermal mass for passive cooling and louvres in façade to allow night time cooling.

Your officers are satisfied that the development is acceptable in respect of the sustainability matters in London Plan 2011.

8. Other

8.1 Environmental Impact Assessment (EIA)

The Council issued an EIA screening opinion for the proposal on 9 June 2011 and again on 21 July after the applicant requested an opinion under the provision of Regulation 5 of the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 (S.1. 1999 No. 293). Officers considered the application and are of the opinion that the development does not fall within Schedule 1 of the Regulations but does fall within Schedule 2, being an Infrastructure Project exceeding 0.5ha (Section 10(b) Urban Development). Having regard to the characteristics of the development, its location and potential impact, your officers do not consider that the proposal requires an Environmental Impact Assessment. Further detail on this opinion is given in the Council's letter to the applicant dated 21 July 2011.

8.2 Flood Risk Assessment

The application is supported by a *Flood Risk Assessment* (Capita Symonds, June 2011) and information has been submitted with regards to surface water drainage (drawings 060001 Rev A *Proposed Phase 1 Drainage Layout* and 060002 Rev A *Proposed Phase 2 Drainage Layout*). The Environment Agency have confirmed that they have no objection to the scheme subject to a condition requiring further details of the surface water drainage scheme; a suitably worded condition is proposed. This would also ensure compliance with London Plan policy 5.13 *Sustainable Drainage*.

8.3 Air Quality

This site lies within an Air Quality Management Area, as does most of the borough and all areas south of the North Circular Road. The borough Environmental Health officers have advised that an Air Quality Impact Assessment is not required for this development and adequate dust and emissions controls during construction and demolition are set out in the Construction Method Statement (see section 6.4.3, above). The development involves the expansion of an existing school use and your officers do not consider it likely that the works would materially affect the air quality in the locality nor that the air quality would have an unacceptable adverse effect on pupils, staff and visitors.

8.4 Contamination

The application is accompanied by a *Phase I Non-Intrusive Desk Study* (Risk Management, June 2011) and *Phase II Intrusive Contamination Investigation* (Risk Management, June 2011). These conclude that the site is not contaminated: the reports have been checked by the borough Environmental Health officer who agrees with the findings and no further work is required in terms of contamination or remediation, but a condition requiring the testing of any soil imported for soft landscaping is recommended.

8.5 Telecommunications

At present, T-Mobile UK Ltd, Hutchison 3G Ltd, Orange PCS Ltd, O2 Telefonica Ltd and Vodafone Ltd have five separate telecoms installations on the roofs of the existing Crest Academies; these installations have been present since 1999. Each operator had obtained approval for their equipment under the Town and Country Planning General Permitted Development Order (GPDO) regulation regime for their separate installations at the initial installation stage.

The mobile operator networks in the UK have recently consolidated their radio networks such that instead of the existing five separate installations present on the existing buildings, the networks can be accommodated by only two systems: one system for T-Mobile, Hutchison 3G and Orange, and a second system for O2 and Vodafone. Due to these consolidations and further technical changes which have occurred in the last decade, the design of the new radio sites compared to the existing installations is significantly reduced in physical presence.

Since the equipment has been established on site for over a decade, there is no in-principle objection to re-provision of the telecommunications installations on the new buildings. Despite this and in accordance with local and national planning guidance (PPG8), the operators have considered alternatives to replace this existing site but this building is one of very few in the area suitable for such installations. The alternative is to use street-mounted poles, which have been discounted as to provide the same coverage and capacity by street furniture would result in a proliferation of such sites in the area.

Some local residents have objected to the telecommunications equipment on the basis of its visual impact. The application is accompanied by a *Telecoms Statement* (Wates, June 2011), which explains that the design and location of the equipment has been considered as an integral part of the new school buildings. The proposed replacement radio sites will be located on the roof of Block 4, the southern-most block, with the equipment located internally within a plant room at roof level. The antennae will be face mounted at parapet level on each face of the block and coloured to match the colour of the panel on which they are mounted, to reduce their visual impact to a minimum.

Paragraph 19 of PPG8 states "in order to limit visual intrusion, the Government attached considerable importance to keeping the numbers of radio and telecommunications masts,

and of the sites for such installations, to the minimum consistent with the efficient operation of the network" (CLG, 2001). The proposal is compliant with this policy guidance in that the relocation of the equipment and technology advances has facilitated a reduction in the number and format of the equipment.

UDP policy BE19 *Other Forms of Telecommunications Development* is the Council policy for this type of telecommunications equipment and your officers consider the proposals comply with all aspects with the exception of part (f): "the proposal includes a statement stipulating that the facility when operational will not exceed INCIRP guidelines for public exposure". The applicant has stated that full ICNIRP certification for the new radio sites located on Block 4 can only be produced when the building work is sufficiently advanced for engineers to plot accurately the orientation and fixing of the new antenna. An ICNIRP certificate for each of the two sets of equipment will be provided by the operators when the new building has reached a sufficient stage of construction for the necessary access for design and radio assessments to be made and your officers suggest that this be required by condition prior to the installation of the telecommunications equipment.

In all other aspects the application is considered acceptable in respect of the telecommunications equipment.

8.6 *Community involvement*

The application is supported by a Statement of Community Involvement (Arcatelier, June 2011). The SCI provides a summary of the means by which the applicant and project team have communicated with and involved the following stakeholders:

- Brent Council Planning Service via the Major Cases Forum
- Brent Design Review Panel
- The local community
- Key stakeholders and user groups
- Statutory organisations including Brent Council internal departments (Environmental Health, Tree Officer and Highway and Transportation); Sport England, Environment Agency, Transport for London and English Heritage.

The SCI also summarises the concerns and objections expressed during that process. Some local residents have objected on the grounds of a lack of meaningful consultation and a lack of response to resident's concerns in the submitted design, particularly the position of the school buildings. Your officers are satisfied that the pre-application public consultation—which is not a statutory duty—was carried out properly and without discrimination. It is clear that some requests for alterations from the local community cannot be accommodated, in large part due to the site constraints and the conditions of Government funding. Officers encouraged engagement with the community at the earliest possible stage although this did prove difficult due to the strict rules surrounding the tender process and the confidentiality of each bid, publicity of the details of proposed scheme did occur as early as possible. Your officers are satisfied that local residents and representatives have benefitted from sufficient time to consider the proposals and to make informed comments in excess of the statutory 21-day period.

The applicants have provided a response to the comments received from local residents and other stakeholders and those residents who have commented and those immediately adjoining the site were re-consulted on 1 September 2011. Further detail is given in section 9, below.

8.7 *Accessibility*

The existing site gradients are a challenge to ensuring the facilities are fully accessible to

people of all ages and abilities. London Plan policy 7.2 *An Inclusive Environment* requires all new development in London to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design which seek to ensure that developments can be used safely and easily by all regardless of disability, age, gender, ethnicity or economic circumstances and are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment. London Plan policy 3.16 *Protection and Enhancement Of Social Infrastructure* states that “facilities should be accessible to all sections of the community (including disabled and older people)...”.

The northern slope at present is an average of 1 in 14, with the steepest gradient on the south facing slopes at Dollis Hill Lane at 1 in 7. To create an environment, which enables safe, easy and welcoming movement for pupils, staff and visitors, the scheme proposes a central ‘promenade’ route, which leads from the Crest Road access through the centre of the site at an average gradient of 1 in 21. The Dollis Hill Lane section of the access route will be regarded to provide a series of smaller staircases, but fully compliant ramped access is not feasible in this part of the site due to the site gradient and narrow width of the development site.

The central promenade provides a civic route linking the site entrance spaces at Crest Road and Dollis Hill Lane with the entrances to each Academy, beneath the respective pods, and the main Crest Academies entrance foyer; as a consequence, each entrance is accessible at a gradient of 1:20.5 or better. Similarly, the sports pitches can be accessed with a gradient of 1:21 or better without the need for separation of routes.

Internally the principles of accessibility have been adhered to, with level thresholds at all building entrances/exits, minimal use of step access, access to all key external spaces including: external dining, sport and curriculum spaces and provision of lifts within each block and accessible changing facilities close to the internal sports halls.

In summary, whilst the site is constrained by the levels, the scheme has successfully incorporated accessible design and your officers consider it meets the relevant London Plan policies.

8.8 *Community access*

The application is supported by a Community Use Statement (Wates, June 2011), which has been prepared to outline the existing and proposed community activities that the site could accommodate and to demonstrate how the new development could meet the Council’s objectives for ensuring valuable resources such as halls and sports facilities are made available for the benefit of the local community (see UDP policy CF10 and Core Strategy policy CP23). London Plan 2011 policy 3.16 *Protection and enhancement of social infrastructure* states that “wherever possible, the multiple use of premises should be encouraged.” Policy 3.18 *Education facilities* states: “Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged.” Your officers consider that there is significant planning merit to public investment of this kind being used as intensively as possible provided doing so does not cause unacceptable harm to neighbouring residential amenity.

8.8.1 *Existing activities and hours of operation*

The Academies are already used for some community activities which includes lettings to youth clubs and Saturday schools, and its facilities are periodically used for parent and teacher conferences.

The Saturday school classes include a variety of language courses and are well

attended with over 200 adults attending Arabic school every Saturday and over 60 adults attending Korean school every Saturday and over 60 adults, along with students attending other events. Because of the poor facilities there are no existing sports lettings.

During term time the Academies are open 07.00-18.30 Monday to Friday, unless there are late meetings, parents' consultation evenings or other special one off events. During most school holidays the Academies are open 09.00-15.00 Monday to Friday. The Academies are also open year-round on Saturdays from 09.30-16.00.

Current community engagement generally happens within the opening hours of the Academies, for example a Youth club runs from 15.30-18.00 Tuesday to Thursday every week.

8.8.2 Proposed activities and hours of operation

The London Plan 2011 sets out some of the suitable uses: "School facilities can provide venues for a range of community activities, including Sure Start children's centres, and cultural and sports activities, where children and parents feel comfortable to access them. School facilities such as sports, training and meeting facilities should be capable of use by the wider community outside school hours. Maximum use of schools in the evenings and at weekends will reduce the land requirement for other uses." (GLA: para 3.104)

The Community Use Statement sets out the proposed uses the Academies would consider as follows:

- Sports facilities for sporting clubs and for group bookings, sporting facilities in the new build will include all external sports related areas such as Sports Pitches, Ball courts and cricket nets as well as Sports related internal areas such as the Sports Hall. This will ensure a range of community activities can be accommodated.
- Education facilities for training and education activities. Education facilities will include the Learning and resource Centre, ICT rich areas and other Classrooms
- Performing Arts facilities for local productions, this may include rehearsal activities for local drama groups or for theatre production in the new theatre.
- Dining facilities and other "front of house" services for functions and training
(Community Use Statement: p5)

During term time the Academies will target a minimum of 30 hours of community use, which would be outside the core hours of 07.00-18.30 of the Academies

The applicant proposes that, during weekdays, the Academies facilities be open to students and the community from 18.30-21.30, include all external space with floodlights to allow the use of the sports pitches at later hours. The Academies may be open later for special events such as parents' evenings and consultations, student and community award presentations, Governors' meetings and other Academy related activities; the Academy may also stay open later for special community events such as theatre productions. For these special events, the applicant would expect all facilities to close before 24.00.

During the weekend the applicant proposes that the facilities would be available from 08.00-21.30 with some special events similar to those listed above going on later. Finally, during the school holidays the applicant proposes that the facilities will be available from 09.00-21.30 seven days a week, also with some later events.

8.8.3 Proposed access and parking

The applicant proposes that, outside normal school day hours, the community would access the site from both the Dollis Lane and Crest Road entrance but that the Crest Road entrance would be the primary entrance for the community which will include cars and pedestrian traffic; this would be controlled with a security guard.

It is proposed that during any events that have a large number of attendees the car park accessed from Dollis Hill Lane would also be available. The Community Use Statement does indicate that this would be limited and by pre-arrangement but on these occasions the access gate will be open allowing cars to park freely in the car park.

8.8.4 Officers Summary

It is clear that a balance must be struck between multiple uses of the facilities and neighbouring residential amenity and this will require certain controls on activities on site. In determining where that balance lies, your officers have given weight to the fact the site lies within an otherwise quiet suburban residential location. Whilst the daytime noise and activity of the Academies has been established for many decades, there has been little intensive use of the site after school hours and as such residents have a legitimate expectation of quieter periods after hours and during school holidays.

It is proposed that, should members grant planning permission, a condition be imposed which requires the submission of, and agreement to, a Community Access Plan to establish clearly the range of facilities which will be made available, at which times and hours, avoiding overlapping of large events, limiting the number of late events, controlling the access arrangements to restrict the number of cars attending the site and specifically to limit use of the upper car park, establishing the means by which the facilities can be booked including a contact within the Academies and ensuring rates of hire comparable to similar local authority facilities. Whilst maximising the use of the infrastructure is desirable, it should not be for purposes which do not expressly benefit the community and some functions, such as weddings, would not fall within that category and the Community Access Plan would be worded to restrict such uses.

Initially, the hours of operation of the internal and external facilities should be limited to the following, with the exception of a limited number (e.g. twelve) specified larger or late night (up to 23.00) events utilizing the internal facilities only (e.g. Governors' meetings, parents' evenings, school plays or local theatre productions):

08.00-21.00 Mondays to Fridays
08.00-20.00 Saturdays
09.00-19.00 Sundays and Bank Holidays

Vehicular access from Dollis Hill Lane should be open only for those limited larger events such as award ceremonies and theatre productions and these should be limited to a certain number a year, to be agreed according to the Academies' calendar.

Your officers suggest that the condition be drafted so the terms of the Community Access Plan can be varied following a review at the end of the first full year of use. If local residents have not been disturbed by activities on site then it may be possible to increase the frequency and extent of the activities, with another annual review after a further year. If, however, there have been significant legitimate complaints to the appropriate authorities (the Council's Environmental Health nuisance teams) then there would need to be a reduction in the frequency and extent of the activities. In this

way the balance will be struck between multiple uses of the facilities and neighbouring residential amenity.

8.9 Archaeology

The site is situated in an area where heritage assets of archaeological interest may be anticipated. Remains from the Iron Age and Romano-British period have been found approximately 300m to the east of the site. This appeared to represent an industrial area, where grain was being harvested and processed, with field systems, grain dryers and other features present. The proposed development may, therefore, affect remains of archaeological importance.

English Heritage does not consider that any further work need be undertaken prior to determination of this planning application but that the archaeological interest should be reserved by attaching a condition to any consent granted under this application; a suitable condition is proposed.

8.10 Crime and anti-social behaviour

Local residents have objected to this proposal on the basis of increased risk of crime, mostly on the basis of the proximity of the new access roads to property boundaries, and an increase in anti-social behaviour of the pupils themselves. Neither access route would be a general public thoroughfare although it is hoped that the central promenade which links Crest Road to Dollis Hill Lane will be used more intensively than presently by pupils, staff and visitors. Your officers are satisfied that the measures proposed by the applicant, including the provision of 2.4m high fencing, increased buffer planting and well-designed security lighting and CCTV, would be sufficient to ensure there would be no marked increase in the risk of crime for the adjoining properties. At present the site boundaries are in many places only secured with a poorly maintained, low level chain link fence and the proposals would, in the opinion of your officers, be a significant improvement.

In terms of anti-social behaviour of pupils, your officers are of the opinion that the impact of the increase in pupil numbers would be more than offset by the significantly improved facilities for the pupils, which would also provide extended opportunities for after-school activities, both sporting and extra-curricular: it can be reasonably expected that improved standards at the school, which is the purpose of the redevelopment and the anticipated outcome of better facilities, will lead to an improvement in the behaviour of pupils. This, combined with the expected increase in the percentage of pupils using the Dollis Hill Lane access, should see a significant decrease in the numbers of pupils leaving at the same time, which is a likely cause of any current problems.

9. Response to third party comments

9.1 GLA & TfL

The GLA were consulted on 22 August 2011, at the GLAs request under section category 1B(c) of Part 1 of the Town & Country Planning (Mayor of London) Order 2008, which states: "Development (other than development which only comprises the provision of houses, flats, or houses and flats) which comprises or includes the erection of a building or buildings (c) outside Central London and with a total floorspace of more than 15,000 square metres." (SI 2008 No. 580).

Your officers did not initially consult the GLA as it was considered that the scheme would not be of strategic significance. This lack of clarity arose due your officers referring to the GLA's summary of the 2008 Order which encapsulates category 1B as "Any New Uses" (GLA website); as the application proposed a net increase of an existing use of

significantly less than 15,000 square metres, officers did not consider it fell within the "Any New Uses" category.

The late notification of the GLA means that the Mayor's comments are not yet available but will be reported to Members in a supplementary report on Tuesday 27 September. Your officers consider that the proposed scheme complies with the relevant policies of the London Plan 2011 and does not represent a strategically significant development. Consequently, your officers do not consider there to be any procedural difficulty with reporting the case to Members before the Mayor's comments are received inasmuch as there should not be any in principle objection or matters which could not be overcome by a suitably worded condition.

Transport for London has requested a number of conditions be added to any planning permission, most of which are already incorporated into the scheme or proposed by condition. The following issues, however, require further discussions with TfL: (i) funding of £55,000 per year for three years to run an additional bus journey on the 245 route; (ii) a contribution of £40,000 to upgrade the two bus stops on Crest Road and the two bus stops on Dollis Hill Lane; and (iii) a Delivery Servicing Plan (DSP) and Construction Logistics Plan (CLP).

Your officers will work to provide further detail before the planning committee meeting, in a supplementary report, since TfL comments were received only shortly before the completion of this committee report; in summary, however, this financial contribution would have to come from Council funds as the Academies programme does not fund offsite works. It is anticipated that officers of Regeneration and Major Projects, as the applicant, will work to conclude an agreement with TfL as far as possible before planning committee but failing that it may be necessary to add further conditions to allow agreement to be reached before works commence, should Members be minded to grant planning permission. Your officers will assist in those discussions as far as is appropriate.

9.2 Local residents

The above report addresses the grounds of objection which residents have made. The original statutory consultation period concluded in early August and the applicants reviewed all comments and prepared a document *Response to Third Party Representations and Comments of Statutory Consultees* which summarises the objections and provides a response. Local residents who had commented and those immediately adjoining the site boundaries were re-consulted on revisions to the scheme on 1 September 2011 and, within the re-consultation letter, residents' attention was drawn to this document which also placed on the website. Your officers recognise that whilst this document may not fully address all residents' concerns and has not been possible to make all the changes requested, it does provide some explanation of how the applicant has responded to the comments and objections of local residents.

Some residents have objected to scheme on the basis of its negative impact on the value of their property. This is not a material planning consideration.

10. Conclusion

The proposed scheme complies with the relevant policies for schools development at national, regional and local level and in particular with the draft *National Planning Policy Framework* 25 July 2011, *Policy Statement - Planning for Schools Development*, 15 August 2011; the London Plan 2011; and Brent's adopted UDP 2004 and Core Strategy 2010. Your officers consider that the proposed scheme has substantial merit due to:

- (a) the provision of significantly improved facilities for the pupils of the Crest Academies;

- (b) an increase in the available number of secondary school places in the borough;
- (c) increased community access to the improved facilities including sports facilities to improve healthy living;
- (d) the new access road from Dollis Hill Lane and increased numbers of cycle-parking spaces serving to reduce pressure on Crest Road and encourage non-car modes of transportation;
- (e) a high quality development which meets the Council's sustainability objectives to mitigate and adapt to the effects of climate change; and
- (f) renewed boundary enclosures and expanded buffer planting, to improve site security and local habitat.

Your officers recommend that planning permission be granted subject to the attached conditions and request that authority be delegated to the Head of Area Planning to approve the application subject to consideration of any new substantive comments received and any associated conditions from the Greater London Authority and Transport for London.

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
London Plan 2011
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
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) The development hereby permitted shall be carried out in accordance with the following Phasing plan:

(a) Enabling Works

The temporary building hereby permitted under 'Enabling Works' of the proposals

shall be removed: (i) within a period of 48 months of the date of the first occupation of the temporary building, or (ii) within nine months of first occupation of the new academy buildings, whichever is sooner.

(b) Phase 1

The works hereby permitted under 'Phase 1' 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) prior to occupation of the new academy buildings, whichever is sooner.

(c) Phase 2

The works hereby permitted under 'Phase 2' of the proposals shall be commenced: (i) within a period of 48 months of the date of the first occupation of the temporary buildings, or (ii) within three months of the occupation of the new academy buildings.

The development shall be completed in full in accordance with the plans hereby approved and/or any such plans approved pursuant to any condition attached to this planning permission within eighteen months of the occupation of the new academy buildings.

Reason: To ensure the permission for the temporary building is time limited and that the first and second phases of the development are commenced and completed in full in good time to minimise disruption to pupils, in the interests of the amenity of local residents and users of the academy.

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

910001-P00 *Existing Site Location Plan*
910002-P00 *Existing Site Plan*
910004-P01 *Planning SPG17 Distance Plan*
910005-P00 *Site Constraints*
910010-P00 *Proposed Site Plan*

062010-P00 *Proposed Site Elevation (N, E)*
062011-P00 *Proposed Site Elevation (S, W)*
062012-P01 *Proposed Elevations Wing 1 (N, S, E, W)*
062013-P01 *Proposed Elevations Wing 2 & 3 (N, S, E, W)*
062014-P01 *Proposed Elevations Wing 4 (N, S, E, W)*
602020-P00 *Crest Road & Dollis Hill Lane Entrance Elevations*

063001-P00 *Existing Site Sections A-C*
063002-P00 *Existing Site Sections D & 1-4*
063101-P01 *Typical External Wall Sections - Sheet 1 - Wing 1 & 4*
063102-P01 *Typical External Wall Sections - Sheet 2 - Wing 2 & 3*
063201-P00 *Planning SPG17 Sections Sheet 1*
063202-P00 *Planning SPG17 Sections Sheet 2*

061201-P01 *GA Plan Proposed Plan Level B*
061202-P00 *GA Plan Proposed Plan Level 0*
061203-P00 *GA Plan Proposed Plan Level 1*
061204-P00 *GA Plan Proposed Plan Level 2*
061205-P00 *GA Plan Proposed Plan Level 3*
061206-P00 *GA Plan Proposed Plan Level 4*
061207-P00 *GA Plan Proposed Plan Level 5*

061208-P01 *GA Plan Proposed Plan Level 6*

060001-P00 *Daylight/Shadow Path Modelling Sheet 1*

060002-P00 *Daylight/Shadow Path Modelling Sheet 2*

060003-P00 *Daylight/Shadow Path Modelling Sheet 3*

060004-P00 *Daylight/Shadow Path Modelling Sheet 4*

060005-P00 *Daylight/Shadow Path Modelling Sheet 5*

910003-P00 *Temporary Accommodation Site Plan*

063203-P00 *Planning SPG17 Temporary Accommodation*

910501-P00 *Existing Site Plan with Tree Survey*

910502-P00 *Existing Site Plan and Tree Works*

940502-P01 *Proposed Tree Removals and Tree Works*

940506-P01 *Existing tree impact sections Sheet 1 of 2*

940507-P00 *Existing tree impact sections Sheet 2 of 2*

940508-P01 *Existing tree impact sections Dollis Hill Lane access*

940510-P03 *Proposed Landscape Masterplan*

940511-P03 *Proposed Hard Landscape General Arrangement Plan Sheet 1 of 3*

940512-P03 *Proposed Hard Landscape General Arrangement Plan Sheet 2 of 3*

940513-P03 *Proposed Hard Landscape General Arrangement Plan Sheet 3 of 3*

940515-P02 *Proposed Softworks General Arrangement*

940516-P01 *Proposed Hard Landscape Soft Landscape General Arrangement Sheet 1 of 3*

940517-P01 *Proposed Hard Landscape Soft Landscape General Arrangement Sheet 2 of 3*

940518-P01 *Proposed Hard Landscape Soft Landscape General Arrangement Sheet 3 of 3*

940521-P01 *Proposed Site Sections A/B/C*

940522-P01 *Proposed Site Sections D/E/F*

940526-P02 *The Crest Girls' Academy All Weather Pitch Site Sections Sheet 1 of 2*

940527-P01 *The Crest Girls' Academy All Weather Pitch Site Sections Sheet 2 of 2*

940528-P01 *The Crest Boys' Academy Multi-Use Games Area Site Sections*

940531-P00 *The Crest Academies Dollis Hill Lane Entrance Proposed Sections*

940541-P02 *The Crest Girls' Academy All Weather Pitch Court Setting Out Details*

940542-P00 *The Crest Boys' Academy Multi-use Games Area Court Setting Out Details*

940543-P00 *The Crest Boys' Academy Informal Ballcourt and Four Lane Cricket Net Setting Out Details*

940551-P01 *Proposed Site Boundary Fencing*

900400-P00 *Indicative Incoming Site Services Routes*

900401-P01 *External Lighting Planning*

900405-P00 *Proposed External Lighting Layout*

060001 Rev A *Proposed Phase 1 Drainage Layout*

060002 Rev A *Proposed Phase 2 Drainage Layout*

TCP-01 *Tree Constraints Plan [Onsite trees]*

TCP_01_REV1 *Tree Constraints Plan [Offsite trees]*

060011-P00 *View of Entrance and Crest Promenade*
060012-P00 *View of Main Entrance*
060013-P00 *View of Entrance to Girl's Academy*
060014-P00 *View of Entrance to Boy's Academy*
060015-P00 *View of Courtyard Boy's Academy*
060017-P00 *Aerial View of Crest Academies*
060018-P00 *View of Entrance at Crest Road 1*
060019-P00 *View of Entrance at Crest Road 2*
060020-P00 *View of Entrance at Dollis Hill*

CS048373/H1/001 Rev C *Proposed Vehicular Access Works*

72/0008174-121 Rev E *Temporary Classroom Accommodation*
72/0008174-122 Rev D *Temporary Classroom Accommodation*
72/0008174-123 Rev D *Temporary Classroom Accommodation*

500400-P01 *Indicative Roof Plant Information*

Manufacturer's literature for FlaktWoods eQ-027 and eQ-036
Manufacturer's literature for Galglass Sprinkler Suction Tank Specification and LPS1276
Manufacturer's literature for Abacus Lighting Challenger 1 AL5760 and Typical Mast Column Floodlight – Crest MUGA
Manufacturer's literature for Hidria Extract Unit – Heat Recovery A-J and Air Handling Units General

Supporting documents

Arboricultural Impact Assessment (Capita Symonds, July 2011)
Bat Emergence/Re-entry Survey Report (Capita Symonds, ref CS\048373, June 2011)
BB101 Assessment (Capita Symonds, June 2011)
Building Regulations Part L (Capita Symonds, June 2011)
Community Use Statement (Wates, June 2011)
Construction Method Statement (Wates, June 2011)
Construction Vehicles Management Plan (Wates, 12 September 2011)
Design & Access Statement (Wates, June 2011) and *Sports Pitch Flood Lighting Ecological Verification Survey Report and Impact Assessment* (Capita Symonds, June 2011)
Education Statement (Wates, June 2011)
Flood Risk Assessment (Capita Symonds, June 2011)
Lighting Assessment (Capita Symonds, June 2011)
Noise Impact Assessment (Capita Symonds, June 2011) and *Update to Mechanical Services Noise Impact Assessment* (Capita Symonds, 4 August 2011)
Operational Travel Plan (Capita Symonds, June 2011)
Phase I Non-Intrusive Desk Study (Risk Management, June 2011)
Phase II Intrusive Contamination Investigation (Risk Management, June 2011)
Planning Statement (Open Planning, ref P1195/AG-J, June 2011)
Sports Strategy Statement (Wates, June 2011)
Statement of Community Involvement (Arcatelier, June 2011) and *Response to Third Party Representations and Comments of Statutory Consultees*
Sustainability Checklist TP6 (9 August 2011)
Sustainability & Energy Statement (Synergy Consulting Engineers, June 2011)
Telecoms Statement (Wates, June 2011)
Temporary Accommodation (Wates, June 2011)

Townscape and Visual Impact Assessment (Capita Symonds, 2011)
Transport Impact Assessment (Capita Symonds, CS/048373-18/D_002, June 2011)
and *Technical Note D_006* and *Technical Note D_007*

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

- (4) The 'Phase 1' works shall not be occupied and brought into use until the Dollis Hill Lane access road and associated 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 unless otherwise agreed in writing with the local planning authority beforehand.

Reason: In the interests of free flow of traffic and highway safety

- (5) The proposed 16 no. 8m high colum-mounted floodlights shall be erected on the site strictly in accordance with the approved details including directional details, style and baffles where applicable, and shall thereafter be maintained and operated in accordance with the manufacturer's guidelines unless otherwise agreed in writing by the local planning authority beforehand.

Reason: In the interest of safeguarding local amenity

- (6) The two sports pitches hereby approved shall only be permitted to be used between 08.00-21.00 Mondays to Fridays, 08.00-20.00 Saturdays and 09.00-19.00 Sundays and Bank Holidays any floodlights associated with the two sports pitches shall be switched off within 15 minutes of these times and the pitch vacated. Within these time parameters, the floodlights shall only be switched on when the court is in active use. The development shall operate within these parameters unless otherwise agreed in writing with the local planning authority beforehand.

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

- (7) No other floodlights or lighting for any of the external sporting facilities other than the 16 no. 8m high column-mounted floodlights hereby approved shall be installed on site without the prior submission to and approval in writing by the Local Planning Authority. This shall include the specification, manufacturer, lux level, model, direction and the siting of each lamp. Thereafter the lights shall be installed and operated in accordance with the details so approved prior to installation.

Reason: In order to prevent harm to local amenities from light spillage

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

Reason: To safeguard the amenities of the adjoining occupiers

- (9) The external lighting hereby approved, with the exception of the floodlights which are subject to separate control and those which are required for security purposes, shall be controlled by a photocell/time clock control and be arranged in such a manner that

the photocell will switch the external lighting on once it becomes dark with a time clock switching the external lighting off at the pre-set time in line with the following core operating times: 08.00-21.00 Mondays to Fridays, 08.00-20.00 Saturdays and 09.00-19.00 Sundays and Bank Holiday, or with any later times agreed within the Community Access Plan. The photocell shall also be used to switch the external lighting off should it become light prior to the pre-set time in order to save energy. The development shall operate within these parameters unless otherwise agreed in writing with the local planning authority beforehand.

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

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

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

This information shall be submitted to and approved in writing by the Local Planning Authority and thereafter implemented in accordance with the details so approved. The floodlights shall only operate in accordance with these details and no subsequent alterations to the floodlights shall be carried out without the prior written approval of the Local Planning Authority.

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

- (11) Prior to the commencement of each phase, details of external materials for the:

- (a) Enabling Works
- (b) Phase 1
- (c) Phase 2

shall be submitted to and approved in writing by the local planning authority. Such details shall include materials, including samples and/or manufacturer's literature, for all external surfaces of the buildings, means of enclosure and hard surfacing. The works for each phase shall be carried out in accordance with the approved details and retained thereafter unless otherwise agreed in writing with the local planning authority.

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

- (12) No works shall commence for each phase of the development before a Tree Protection Plan for the:

- (a) Enabling Works

- (b) Phase 1
- (c) Phase 2

have been submitted to and approved in writing by the Local Planning Authority. These shall include method statements and plans which:

- (i) adhere to the principles embodied in BS5837:2005
- (ii) indicate exactly how and when the retained trees, hedges and shrubs on-site or off-site near the site boundaries will be protected during each relevant phase; and
- (iii) 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.

- (13) No works shall commence for each phase of the development before an Arboricultural Method Statement for the:

- (a) Enabling Works
- (b) Phase 1
- (c) Phase 2

has been submitted to and approved in writing by the local planning authority. Such details shall include:

- (i) A schedule of all works to trees on-site to facilitate the development or ensure the health of the tree(s)
- (ii) For those areas to be treated by means of any hard landscape works including access roads or sports pitches, provide:
 - detailed drawing(s) of those areas to be so treated including identification of root-protection zones;
 - 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);
 - attendance of a qualified and experienced arboricultural consultant during sensitive operations;
 - 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
 - a schedule of materials and samples if appropriate.

The works shall be completed in accordance with the approved details. The applicant shall give written notice to the local planning authority of seven days prior to carrying out the approved tree works and any operations that present a particular risk to trees

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

- (14) Notwithstanding the plans hereby approved, prior to the commencement of the

'Phase 1' works further details of the soft landscaping shall be submitted to and approved in writing by the Local Planning Authority and all areas shown on the approved plan(s) shall be suitably landscaped in accordance the approved details within 12 months of first occupation of the new academy buildings.

Details shall include:

- (i) Further details of planting to rooftop amenity spaces;
- (ii) Revised schedule of species of proposed trees around the Boys' and Girl's sports pitches to include some suitable evergreen trees for instance Red Western Cedar, Holm Oak, Douglas Fir and Scot's Pine;
- (iii) Revised schedule of species of proposed trees to upper car park to include more Heavy Standards in place of some of the multi-stem birch; and
- (iv) Details of bat, bird and insect boxes (nb. bat boxes made from woodcrete, at least 3m up trunk of tree and on southerly aspect. A range of bat boxes should be provided including general purpose and larger colony boxes and those suitable for pipistrelle species)

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.

- (15) A Landscape Management Plan for maintenance of all hard and soft landscape areas is to be submitted to and approved in writing by the local planning authority prior to commencement of 'Phase 2' works and shall be implemented within a timescale to be agreed.

This should comprise a maintenance schedule and any specific management duties and 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.

- (16) Prior to bringing any soil for the purposes of soft landscaping onto the site during the development, the soil shall be tested for contamination to ensure that it does not pose a risk to future site users in accordance with a scheme that will in advance be submitted to and approved in writing by the Local Planning Authority. Once the development is complete, a report shall be submitted to the Local Planning Authority stating that the imported soil is suitable for use.

Reason: To ensure the safe development and secure occupancy of the site proposed for domestic use in accordance with policy EP6 of Brent's Unitary Development Plan 2004

- (17) Prior to the occupation of the new academy buildings, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall allow for a minimum of 30 hours of community use each week with at least one day (or equivalent hours) at the weekend within the core hours of use of between 08.00-21.00 Mondays to Fridays, 08.00-20.00 Saturdays and 09.00-19.00 Sundays and Bank Holidays. The Plan shall include details of:
- (i) written notification to the local planning authority of the date of implementation of the Plan within 21 days of commencement;
 - (ii) the facilities to be made available including: the Girls' all-weather pitch; the Boys' large MUGA (including which sports the MUGA shall be used for); and which internal accommodation will be used;
 - (iii) access by non-school users/non-members and management responsibilities including the ongoing promotion of the availability of the facilities for community use including up-to-date information about this on the school website;
 - (iv) rates of hire based upon and comparable with those charged at other public facilities;
 - (v) terms of access;
 - (vi) hours of use of each facility; and
 - (vii) the number and details of large community events;
 - (viii) the number and details of late community events which would extend beyond the aforementioned core hours of use but not later than 23.00 on any day;
 - (ix) the number and details, including timings, of those occasions when use of the Dollis Hill Lane vehicular access and upper car park is required; and
 - (x) a mechanism for review after one year following implementation of the Plan with both upward or downward review open, depending on the impact on local amenity.

The approved scheme shall include arrangements for consultation and shall be brought into operation upon completion of the 'Phase 2' works and it shall remain in operation for the duration of the use of the development unless otherwise varied in writing with the local planning authority.

Reason: To secure well-managed, safe community access to the sports and other community facilities, to ensure sufficient benefit to the development of sport and to accord with local and regional policies for the maximum use of community facilities.

- (18) No development shall take place, including demolition and ground works, until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme of investigation which has been submitted by the applicant and approved by the Local Planning Authority, in consultation with English Heritage. Such a programme should include:

- (i) Archaeological monitoring of any geotechnical investigations, to establish the degree of truncation and landscaping already present on the site
- (ii) An appropriate mitigation strategy, which may include archaeological excavation, in the event of significant archaeological remains being encountered

English Heritage will advise on whether archaeological remains are significant and the programme of archaeological work shall be implemented on commencement of works.

Reason: The development of this site may cause damage to heritage assets of archaeological interest.

- (19) Development shall not begin until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed. The scheme must include the following measures as detailed in the approved Flood Risk Assessment (Capita Symonds, June 2011):

- (i) Surface water run-off to be restricted to greenfield rates for Crest Road and 10 l/s for Dollis Hill Lane in a 100 year climate change event.

Reason: To prevent the increased risk of flooding, to improve and protect water quality, improve habitat and amenity, and ensure future maintenance of these.

- (20) Notwithstanding the plans hereby approved, further details of the telecommunications equipment shall be submitted to and approved in writing by the local planning authority prior to installation of the equipment. Such details shall include:

- (i) details of how the antennae will be matched to the underlying panels; and
- (ii) a full ICNIRP certificate for each set of equipment.

The equipment shall be installed in accordance with the approved details and be retained as such unless otherwise agreed in writing with the local planning authority beforehand.

Reason: To ensure the equipment matches the facade of the building on which it is

mounted and to ensure the equipment meets the International Commission for Non-Ionising Radiation Protection (ICNIRP) guidelines.

(21) The new academy buildings shall not be occupied until a School Travel Plan of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme, to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, has been submitted to and approved in writing by the local planning authority and the details shall be fully implemented. The targets and monitoring shall include the following:

(i) Targets

- To reduce the existing car modal share by pupils to 16% and 58% by three years; and
- to reduce the existing car modal share by pupils to 15% and by staff (drivers) to 50% by five years

(ii) Monitoring

- Within 3 months of occupation, the Travel Plan shall be audited, with a site and staff ITrace-compliant survey and these details shall be submitted to the Local Planning Authority and approved in writing within 6 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority.
- A review of the Travel Plan measures over the first 12 months of operation shall be submitted to the Local Planning Authority within 15 months of the commencement of the use and the review shall be approved in writing within 18 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority.
- A review of the Travel Plan measures over the first 3 years of operation shall be submitted to the Local Planning Authority within 36 months of the commencement of the use and the review shall be approved in writing within 39 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority.
- A review of the Travel Plan measures over the first 5 years of operation shall be submitted to the Local Planning Authority within 60 months of the commencement of the use and the review shall be approved in writing within 63 months and associated measures implemented unless otherwise agreed in writing by the Local Planning Authority.

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

(22) Notwithstanding the plans hereby approved, further details of the gates to the access roads shall be submitted to and approved in writing by the local planning authority prior to the commencement of the 'Phase 1' works. Such details shall include:

- (i) increased set back of access gates no more than 10m (Crest Road) and 5m (Dollis Hill Lane) from the highway boundary.

The works shall be carried out in accordance with the approved plans and retained thereafter unless otherwise agreed in writing with the local planning authority beforehand.

Reason: In the interests of the free flow of traffic and highway and pedestrian safety

(23) Notwithstanding the plans hereby approved, further details of the provision of electric vehicle charging points shall be submitted to and approved in writing by the local planning authority prior to the commencement of the 'Phase 1' works. Such details shall include:

- (i) provision of electric charging points for at least 11 of the proposed car parking spaces, with passive provision at a further 10 spaces.

The works shall be carried out in accordance with the approved plans and retained thereafter unless otherwise agreed in writing with the local planning authority beforehand.

Reason: In the interests of climate change mitigation and to comply with London Plan policy

(24) Notwithstanding the plans hereby approved, further details of the secure cycle storage shall be submitted to and approved in writing by the local planning authority prior to the commencement of the 'Phase 1' works. Such details shall include:

- (i) drawings at an appropriate scale and/or manufacturer's literature for 238 cycle spaces; and
- (ii) drawings at an appropriate scale and/or manufacturer's literature for suitable covers.

The works shall be carried out in accordance with the approved plans and retained thereafter unless otherwise agreed in writing with the local planning authority beforehand.

Reason: In the interests of climate change mitigation and to comply with London Plan policy.

(25) Notwithstanding the plans hereby approved, a Coach Management Strategy shall be submitted to and approved in writing by the local planning authority prior to the commencement of the 'Phase 2' works. Such details shall include:

- (i) details of the existing arrangement to manage coaches waiting, loading and unloading;
- (ii) confirmation that this arrangement will be maintained;
- (iii) a reasonable estimate of the number of occasions coaches are required;
- (iv) written confirmation from all interested parties and particularly the Governors of Braintcroft Primary School of this arrangement; or
- (v) any other acceptable arrangement following consultation with the borough Highway & Transportation officer

The details shall be fully implemented and retained thereafter unless otherwise agreed in writing with the local planning authority beforehand.

Reason: In the interests of highway and pedestrian safety and the free flow of traffic.

(26) Prior to commencement of the development, the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority under Section 278 of the Highways Act 1980 to directly implement or otherwise fund construction of the highway works shown indicatively on plan CS048373/HI/001 Rev C, which for avoidance of doubt shall also include re-provision of the existing SCHOOL KEEP CLEAR zig-zag markings, together with any ancillary

accommodation works or works to statutory undertakers' equipment arising as a result of these works.

The new academy buildings shall not be occupied until the above works have been completed to the satisfaction of the Local Highway Authority and have been certified in writing as being substantially complete by or on behalf of the local planning authority.

Reason: In the interests of highway and pedestrian safety.

- (27) Prior to commencement of development, appropriate arrangements shall be made in writing with the local planning authority to provide a means of undertaking a Pedestrian Environment Review System (PERS) assessment in accordance with a timetable agreed in writing by the local planning authority.

The PERS assessment shall be submitted to and approved in writing by the local planning authority in consultation with the local highway authority and where further works are deemed necessary, this shall be undertaken at the applicant's expense in accordance with a timetable agreed in writing by the local planning authority.

Reason: In the interests of highway and pedestrian safety.

- (28) Within 12 months of occupation of the new academy buildings, a review by a BRE approved independent body which verifies that the development has met or exceeded a BREEAM 'Excellent' rating shall be submitted to and approved in writing by the local planning authority. If the review specifies that the development has failed to meet the above levels, compensatory measure shall be submitted to and approved in writing by the local planning authority within 24 months of occupation of the new academy buildings.

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

- (29) Prior to the commencement of the 'Phase 2' works, a statement detailing how the ICE Demolition Protocol Methodology has been applied in setting DRI and/or NBRI targets for recycled materials or content will be submitted to and approved in writing by the Local Planning Authority. The demolition and construction works shall be carried out in accordance with the approved details.

Reason: To accord with sustainability objectives.

- (30) Prior to the commencement of the 'Phase 1' works, further details of the rainwater harvesting measures will be submitted to and approved in writing by the local planning authority. Such details shall include:

- (i) the location and capacity of the proposed rainwater harvesting system; and
- (ii) details of the facilities which will be served by the system.

The development shall be completed in accordance with the approved details and shall remain in operation for the duration of the use of the development unless otherwise varied in writing with the local planning authority beforehand.

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

(31) Prior to the commencement of the 'Phase 1' works, further details of the educational photovoltaic cells and wind turbine shall be submitted to and approved in writing by the local planning authority. Such details shall include:

- (i) the size, location and orientation of the photovoltaic panels; and
- (ii) the size, location and type of wind turbine

The works shall be completed in accordance with the approved details within twelve months of first occupation of the new academy buildings and shall be retained thereafter unless otherwise agreed in writing with the local planning authority beforehand.

Reason: To accord with sustainability objectives.

(32) Prior to the commencement of the 'Phase 1' works, further details of the proposed development shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50) or manufacturer's literature which show:

- (i) the junctions of different materials e.g. timber cladding and render, timber cladding and brick, the entrance pavilion cladding and glazed wall;
- (ii) the junctions of the different building types e.g. the blocks with the glazed walkways, the glazed walkways with the pods, the glazed atrium with the blocks;
- (iii) the window and door reveals (including the entrance pavilion glazed wall), headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (iv) the junctions around any wall mounted external vents, if applicable;
- (v) the frames for the glazed atrium, the glazed walkways and the glazed ground floor of the pods; and
- (vi) the window frames including materials, colour and samples if necessary.

The development shall be completed in accordance with the details so approved before the new academy buildings are occupied.

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

(33) Prior to the commencement 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 the borough Sports officer, which shall include details of a scheme for a period of 20 years to include:

- (i) a maintenance schedule including regular and planned maintenance of the artificial surface of the Girls' all-weather pitch and the porous macadam surface of the Boys' large MUGA pitch and replacement as necessary of the fencing and lighting depending on the quality and safety of those features;
- (ii) measures to ensure the replacement of the artificial surface of the Girls' all-weather pitch within the next 8-12 years depending on the playing quality and safety of the pitch;
- (iii) measures to ensure the replacement of the porous macadam surface of the Boys' large MUGA pitch depending on the playing quality and safety of the pitch;
- (iv) management responsibilities; and

(v) 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).

- (34) No works involving demolition or site clearance shall commence until further details of the wheel wash facilities have been submitted to and approved in writing by the local planning authority and the facilities have been installed. Thereafter the facilities shall remain in place and operational until construction works have concluded.

Reason: In the interests of highway and pedestrian safety.

INFORMATIVES:

- (1) The development of this site is likely to damage heritage assets of archaeological interest. The applicant should therefore submit detailed proposals in the form of an archaeological project design. This design should be in accordance with the appropriate English Heritage guidelines.
- (2) At the detailed design stage the developer should seek to ensure that all paved and car parking areas utilise permeable paving linked to the attenuation system. In order to check that the proposed stormwater system meets our requirements, the Environment Agency require that the following information be provided:
 - (i) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and other SUDS features. This plan should show any pipe 'node numbers' that have been referred to in network calculations and it should also show invert and cover levels of manholes.
 - (ii) Confirmation of the critical storm duration.
 - (iii) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
 - (iv) Where on site attenuation is achieved through attenuation ponds or similar, calculations showing the volume of these are also required.
 - (v) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this should be shown on the plan with the rate of discharge stated.
 - (vi) Calculations should demonstrate how the system operates during a 1 in 100 year critical duration storm event, with a 30% allowance for climate change in line with PPS25 (Table B.2). If overland flooding occurs in this event, a plan should also be submitted detailing the location of overland flow paths.
- (3) All construction and building contractors should be notified of the potential presence of bats at the site. Should any protected species (Bats) be found on site or disturbed at any time the work must stop and Natural England contacted for advice.
- (4) With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the

boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777.

Where a developer proposes to discharge groundwater into a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.

- (5) Thames Water recommends the installation of a properly maintained fat trap on all catering establishments. We further recommend, in line with best practice for the disposal of Fats, Oils and Grease, the collection of waste oil by a contractor, particularly to recycle for the production of bio diesel. Failure to implement these recommendations may result in this and other properties suffering blocked drains, sewage flooding and pollution to local watercourses. Further information on the above is available in a leaflet, 'Best Management Practices for Catering Establishments' which can be requested by telephoning 01923 898 188

REFERENCE DOCUMENTS:

The Institute of Lighting Engineers (2005): Guidance Notes for the Reduction of Obtrusive Light,

DEFRA (2006): Statutory Nuisance from Insects and Artificial Light: Guidance on Sections 101 to 103 of the Clean Neighbourhoods and Environment Act 2005

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