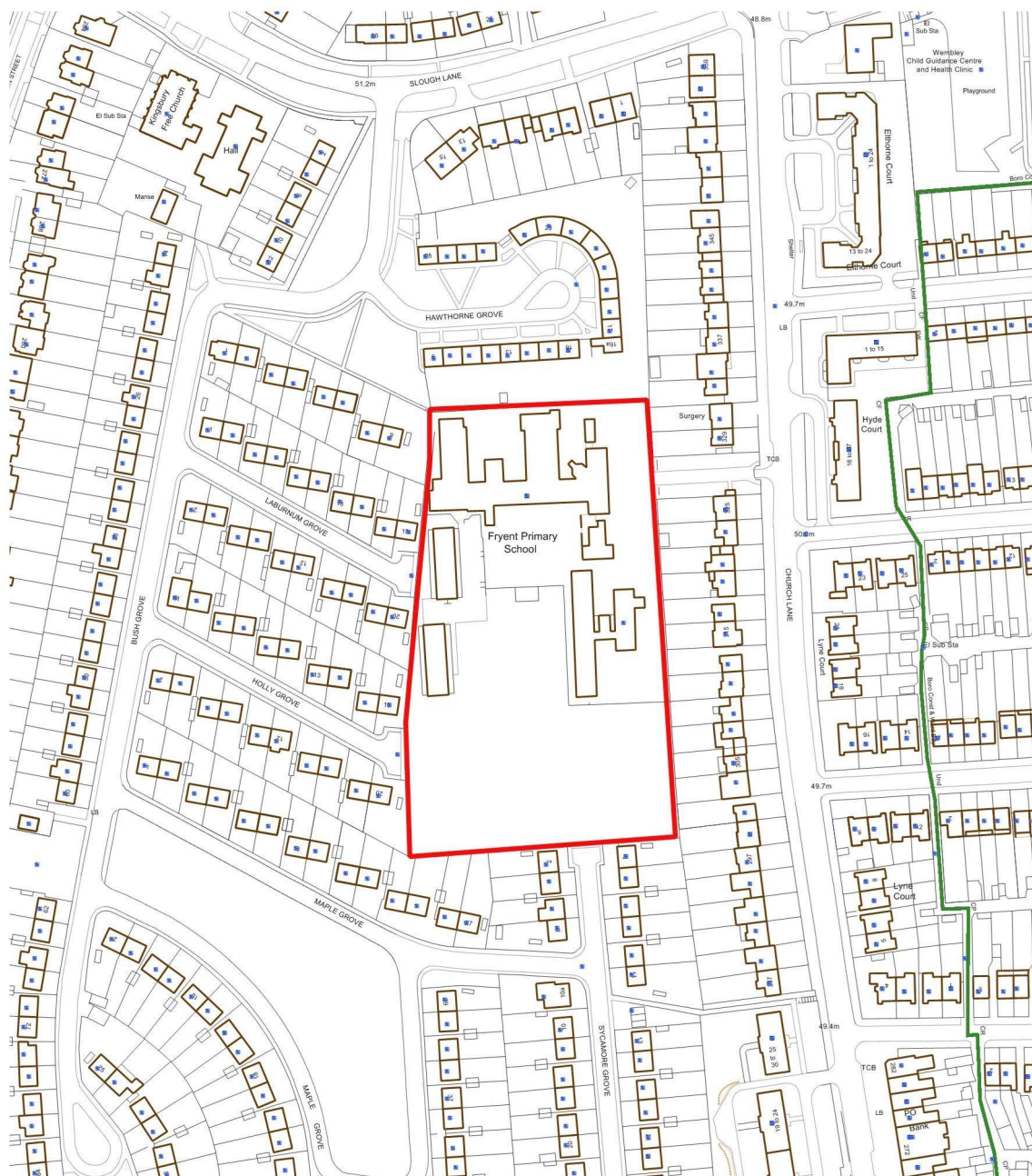




**Planning Committee Map**

Site address: Fryent Primary School, Church Lane, London, NW9 8JD

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This map is indicative only.

**RECEIVED:** 21 May, 2012

**WARD:** Fryent

**PLANNING AREA:** Kingsbury & Kenton Consultative Forum

**LOCATION:** Fryent Primary School, Church Lane, London, NW9 8JD

**PROPOSAL:** Demolition of existing single storey buildings on the eastern and western sides of the site (toilet block, canteen and teaching blocks) and erection of new two storey block along the main south elevation of the school and the western edge of site to provide additional classroom accommodation and a new school sports/multi use hall, with associated hard and soft landscaping to facilitate expansion from 2 form entry to 4 form entry. (Revised Description - proposed temporary construction site access via Holly Grove during construction period removed from proposal)

**APPLICANT:** Fryent Primary School (Brent Council)

**CONTACT:** Metropolis Planning and Design

**PLAN NO'S:**  
See Condition 2

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## **RECOMMENDATION**

Grant consent

### **EXISTING**

Fryent Primary School is located approximately 500m south of the Kingsbury Road. The principal access to the site is from Church Lane to the east, which provides shared vehicular and pedestrian access to the school. There is an existing pedestrian gate in the northwest corner of the site accessed via Hawthorne Grove. This gate is not regularly used at the present time.

The existing buildings on site are primarily 2 storeys with a further set of 4 single storey outbuildings. The existing floorspace totals 2012 sq m. The frontage buildings are brick built with tile covering to a steep pitched roof; the northern wings have flat roofs.

In terms of capacity, the existing school has 480 pupils and 67 staff providing a 2 Form Entry primary school, including a 60 pupil nursery.

The site is bounded by residential properties. To the west of the site are the residential cul de sacs of Laburnum Grove and Holly Grove and to the south is Sycamore Grove. The north of the site borders the rear of properties fronting Hawthorne Grove and to the east are the rear gardens of properties fronting Church Lane.

### **PROPOSAL**

This application has been submitted to facilitate the increase in size of the school to a 4 Form Entry primary school for 892 pupils and 95 staff, including a 56 pupil nursery.

The application proposes to demolish the existing single storey buildings on the eastern side of the site (toilet block and canteen) and provide a new two storey block along the main south elevation of the school and the western edge of the site. The extensions incorporate the following:

- 12 new build classrooms, associated group rooms and toilets;
- Kitchen and associated works;
- Multi-use hall including changing rooms;

- Internal remodelling of the existing school;
- Use of pedestrian access from Hawthorn Grove.

Due to the positioning of the new block, there is a need to reconfigure the recreation spaces across the site. The hard play area to the south of the site will be re-provided on the site of the former canteen building. In addition, an area of the existing soft play which is not of adequate size to form an additional sports pitch will be converted to a hard play court for netball.

The application does not propose to increase the on-site provision of 17 parking spaces for staff and visitors, including a disabled parking bay. The school has been designed with a ramp linking the main access into the site to the main entrance foyer; all proposed floor levels are the same or are accessed by internal ramps to provide disabled access.

This application originally sought to provide a temporary site access in the south west corner of the site to Holly Grove. This element of the proposal has been removed.

## **HISTORY**

Most recent planning history:

**12/1066** Application for prior notification of proposed demolition of outbuildings including refectory and single storey classrooms- Decision 22/05/2012 (prior approval not required)

**10/2026** Erection of an all-weather games area with 3m high perimeter fence and 4 floodlighting columns - Granted, 03/11/2010.

**08/2651** Full Planning Permission sought for installation of 3 air conditioning units to the west elevation of children's centre - Granted, 28/10/2008.

**07/2964** Full Planning Permission sought for demolition of derelict existing building and erection of new single storey building (Sure Start Children's Centre), adjacent to the gardens of 315 - 319 Church Lane, with installation of CCTV cameras, gates, hardstanding and associated landscaping - Granted, 13/12/2007.

**07/0646** Full Planning Permission sought for erection of an external enclosure within courtyard to house lift shaft to school main building - Granted, 27/04/2007.

**03/0916** Full Planning Permission sought for replacement of existing crittal steel windows with new crittal steel windows to match existing school - Granted, 20/05/2003.

## **POLICY CONSIDERATIONS**

### ***National***

#### *National Planning Policy Framework*

The NPPF was published on 27 March and replaced Planning Policy Guidance and Planning Policy Statements with immediate effect. Its intention is to make the planning system less complex and more accessible, to protect the environment and to promote sustainable growth. It includes a presumption in favour of sustainable development in both plan making and decision making and its publication.

Saved policies from the adopted UDP will have increasingly less weight unless they are in conformity with the NPPF and can be demonstrated to be still relevant. Core Strategy policies will also need to be in conformity with both the London Plan and the NPPF and have considerable weight.

The NPPF places great importance on ensuring that sufficient school places are available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement. LPA's should give great weight to the need to create, expand or alter schools.

LDF Core Strategy and UDP saved policies referred to in the report below have been considered in the assessment of the application and the recommendation is considered to comply with the NPPF.

### ***Regional***

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

- 6.3 Assessing effects of development on transport capacity
- 6.7 Better streets and surface transport
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking

#### 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
- 7.14 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)

## **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

- 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

#### 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

#### Transport

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN4 Measures to make transport impact acceptable
- TRN10 Walkable environments
- TRN11 The London cycle network, schemes should comply with PS16
- TRN12 Road safety and traffic management
- TRN13 Traffic calming
- TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.
- 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

- CF8 School Extensions
- 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.

## **CONSULTATION**

A total of 295 adjoining owner/occupiers were consulted regarding the application, site notice displayed adjacent to the site and the application was publicised in the local press. A total of 4 objections and 1 comment were received raising the following issues:

- Impact of construction access on parking along Holly Grove;
- Holly Grove will become building site- noise, disruption, dust, mud;
- Cars parked along access roads to Holly Grove;
- Inadequate information about site access;
- Should discourage parents from driving to the school;
- Improved parking restrictions along Church Lane;
- Loss of privacy, daylight, noise to residents in Laburnum Grove;
- Noise, disturbance and dust during construction;
- Impact on property value;

Officer Comment: The above matters will be addressed in the *Remarks* section of the report. Impact on property value is not a material planning consideration.

## **Environment Agency**

Subject to a condition requiring mitigation measures relating to surface water run-off and surface water storage to be carried out in accordance with the FRA, no objection is raised to the proposal.

## **Environmental Health**

New kitchen larger and closer to residents than the existing facility – will need to ensure kitchen extract will not pose odour or noise nuisance for residents. Recommend a condition be imposed.

New boilers – require condition for details to demonstrate that the nitrogen oxide (NOx) emissions are acceptable.

## **Sport England**

Satisfied that the proposed development meets the exception test E3 of its adopted playing field policy which states that:

*The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of or inability to make use of any playing pitch (including the maintenance and adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facilities on site.*

## **Sustainability**

Proposed development can be supported subject to further evidence to support some aspects of the sustainability checklist.

*Officer Comment:* Further information has been submitted in support of the checklist in accordance with recommendations.

## **Thames Water**

Prior approval of Thames Water would be required if propose to discharge to a public sewer - recommend informative

## **Transportation**

Proposal can be supported on Transportation grounds subject to the following:

- Condition requiring revised School Travel Plan;
- Construction Management Plan to be secured - not using access from Holly Grove;
- Highway works required to improve the zebra crossing on Church Lane - including the raising of the carriage way level to provide humped zebra crossing and improvements to the lighting;
- Improve foot way connections to pedestrian gate from Hawthorne Grove.

*Officer Comment:* The comments from Transportation will be considered in more detail in the *Remarks* section of the report. With regard to improving the foot way to Hawthorne Grove pedestrian gate, as this is an existing access that could be brought into use without planning permission, it would be unreasonable to require additional works to be carried out.

## **Transport for London (TFL)**

- Reduction in car parking supported;
- Blue badge parking and electric parking points should be provided;
- Cycle parking should be increased to 20 spaces;
- Require construction plan.

## **Tree Protection Officer & Landscaping**

- No objection to the removal of the trees on site subject to appropriate mitigation;
- Principle of removal of the hedge acceptable subject to securing replacement following completion of works;
- Tree protection for retained trees and pruning acceptable.

## **REMARKS**

### **(1) Principle**

Under sections 13 & 14 of the Education Act 1996, as amended by the Education and Inspections Act 2006,

a local education authority has a statutory duty to ensure there are sufficient school places available to meet the needs of the population in its area, but it is not obliged to provide a place in a particular (or nearest) school.

Demand for primary school places nationally is forecast to continue to exceed the supply of places. The Council submitted a report to Executive in August 2011 which set out the pressing need to provide additional school places in Brent to meet its statutory duty up to 2014/15; the report identifies that within this timeframe there will be a shortage of 1778 places if no action is taken. To meet this growing demand, a subsequent report to Executive on 23 April 2012 highlighted four schools as being suitable for expansion, including Fryent Primary School.

Having identified Fryent Primary School as suitable for expansion, consultation was carried out with the school and subsequently with local residents prior to submission of this planning application.

The Council's Unitary Development Plan (UDP) and more recent Core Strategy emphasises the importance of providing sufficient social infrastructure to meet demand. Policy CP23 in the Core Strategy and CF8 in the UDP confirms that in principle proposals are supported to enlarge a school size where it is necessary to accommodate the forecast growth in pupil numbers.

The extensions proposed at Fryent School would provide an additional two forms of entry (ultimately creating an additional 412 places) to assist in meeting the identified need for further school places within the Borough as detailed in the reports to Executive. On this basis, the principle of the proposal can be accepted as it is required to meet an identified need.

## **(2) Siting & Design**

The existing buildings are located at the northern end of the site accessed via a shared vehicular and pedestrian access. The front part of the school building is of domestic scale, with the larger flat roof two storey wings behind. It is important that the proposed extensions do not detract from the existing building which provides an attractive frontage to the school and a clearly defined point of access for visitors. It is also acknowledged that size and general layout of the extension is determined by educational requirements. The size and scale of the extension, being part single and part two storey, is considered to respect the existing building.

The extensions link with the existing school but are not considered to adversely impact on the usability of the existing classrooms by reducing daylighting to an unacceptable level. The main hall is positioned to provide internal courtyards which, in conjunction with separating the extension from the existing building, provide an area for play. The extension is proposed to be in line with the main frontage of the school building; it is single storey and separated by a secondary access thereby appearing as a subservient addition.

The two storey element of the extension to the western side of the site replaces two existing single storey prefabricated classrooms. The existing classrooms are in a poor state of repair and there is no objection to their removal. A prior notification for demolition was submitted and approved on 22 May 2012 (See *Planning History*).

The proposed extension does not seek to replicate the design of the original building; however, the materials do reflect those of the existing building through the use of a consistent brickwork pattern to provide cohesion. The depiction of vertical elements within the design has been used to break up the bulk of the new extension. The fins are proposed to be black to harmonise with the existing timbers set into render over the main entrance to the school.

The nursery is proposed to be located in the northwest corner of the site and utilises the existing pedestrian gate in the northwest corner, accessed from Hawthorn Grove. The school and nursery will be able to operate independently, allowing a greater degree of control of parents/visitors accessing the site for each use.

Sport England is required to be consulted on any application which may affect playing pitches. In terms of the position of the proposed extension, it is located to the northern side of the site and does not impact upon the



usability of the existing playing field. Sport England has confirmed that they have no objection to the proposal. The works do result in reconfiguration of the areas of hard and soft play however the overall provision in terms of quality and overall area will not significantly change. The MUGA on the site will not be affected by the proposal.

### **(3) Impact on residential amenity**

The Council seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the need for new development. The main impacts on amenity to be considered are: overbearing impact of the size and scale of the extension; loss of outlook, which is related to overbearing impact; loss of privacy; and 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.

The location of the proposed extension is such that it is only the western boundary that is in close proximity to the proposed extension. There are four properties that adjoin the site - two on Holly Grove and two on Laburnum Grove. Given the distance from the two properties on Holly Grove, the proposed extension is not considered to result in any significant amenity impacts.

No. 19 Laburnum Grove is a two storey semi detached house located on the northern side of Laburnum Grove. The flank elevation of this house contains two windows facing the school site – one small window at ground floor and one larger window at first floor level. The applicant has confirmed that, having viewed plans for the internal layout of a similar house type, the first floor window to this property serves the landing and the ground floor window serves the entrance hall. There is also a door in the flank elevation (with clear glazing) to the kitchen; the kitchen is also served by a window to the rear elevation. Whilst it is acknowledged that there will be loss of light to these windows, the impact on amenity of occupiers will not be significant given that the windows do not serve habitable rooms and the door is not the main source of light to the kitchen.

No. 20 Laburnum Grove is a two storey semi detached house located on the southern side of Laburnum Grove. The flank elevation of this house contains one window facing the school site and a door. The first floor window is obscure glazed and serves a bathroom. The door in the flank elevation is to the kitchen which is also served by a window to the front elevation. As with no. 19 Laburnum Grove, whilst it is acknowledged that there will be loss of light to the window and door, the impact on amenity of occupiers would not be significant given that the window does not serve a habitable room and the door is not the sole source of light for the kitchen.

Due to the orientation of the school extension in relation to the properties on Laburnum Grove, there is likely to be some reduction in sunlight to the neighbouring houses and gardens particularly during the morning; however, given the height and relationship of the extension to the closest neighbouring properties, it is not considered that the impact would reduce the existing level of sunlight to an unacceptable degree.

In terms of privacy, the greatest impact will be as a result of the windows proposed at first floor level to classrooms in the western flank elevation. The position of the extension means that where the extension is at its closest point to the site boundary (as a result of the tapered site), the first floor windows will not directly face either the flank elevation of no. 19 Laburnum Grove or the rear garden to this property. There will be views from the first floor classrooms of the flank elevation and garden to 20 Laburnum Grove; however, at this point the distance between the building and boundary is greater, measuring 6.5m adjacent to the building and extending to 9m. Taking into account the use of the extension, separation from the boundary and existing levels of privacy, the proposal is not considered to have a significant impact on the amenity of neighbouring occupiers.

As a result of the changes in ground level across the site, with the ground level rising to the south, the two storey extension will be cut into the ground to ensure level access is provided. This also assists in reducing the visible bulk of the building. The extension will be 3.5m to the western boundary of the site at its closest point, increasing to 9m as a result of the tapered boundary. The guidance contained in SPG17 sets out that

where a proposed development adjoins a garden, the height of the proposed building should be set below a line of 45 degrees at the garden edge (taken at 2m height) to ensure that the development does not appear over dominant or overbearing. The proposed extension complies with the guidance and is considered acceptable.

In terms of noise as a result of the use, as this is an existing school site it is not considered that the increase in activity would result in a worsening of existing amenity. Generally the activity within the school grounds is most notable during the school day.

#### **(4) Landscaping / Trees**

The application proposes the loss of 11 trees in total (including a line of trees adjacent to the MUGA) to enable the development including five mature Indian bean trees. The Council's Tree Protection Officer has considered the proposal and confirmed that the loss of these trees will be adequately mitigated by the provision of 24 new trees on site following completion of the development. These trees are principally to be located along the western boundary of the site to provide an improved screen for the residential occupiers and to not encroach on the use of the sports pitch. The proposed tree protection measures set out in the submitted report for the retained trees have been reviewed and are considered acceptable.

Full details of the changes to the hard and soft landscaping, including alterations to the access, will be secured by condition. Further planting is proposed adjacent to the fence line of 325 Church Lane to provide some separation from the footpath. Overall the proposals are considered acceptable and with the additional tree planting proposed will provide an appropriate setting for the new development.

#### **(5) Transportation**

UDP policy CF8 *School Extensions* requires proposals 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 site is accessed via a single entrance from Church Lane, shared by both vehicles and pedestrians. As part of the proposal, it is the intention to make alterations to provide a separate footpath and fence line to divide the road and footpath. It is also proposed to install a non-automated removable bollard to allow the existing vehicle gates to be opened at the commencement and completion of the school day to ease congestion of pedestrians at these peak times.

With regard to parking provision on site, the application does not propose to increase the on-site provision of 17 spaces for staff and visitors. The Council's parking standards as a maximum allow 1 space per 5 workers plus 20% for visitors; the current provision (based on 64 staff) marginally exceeds this standard. With the increase in staff numbers to 95 by the time the school is fully occupied, up to 22 spaces would be permitted on site. The proposal is within the maximum allowance and considered acceptable.

Consideration must also be given to the impact of the proposed development on the surrounding roads. The submitted Transport Assessment has given consideration to the likely increase in vehicular trips to and from the site as a result of the increase in staff and pupil numbers. The report demonstrates that this will not have a significant impact on the operation of the junction at Church Lane/Kingsbury Road, which will operate within capacity. The mini-roundabout junction of Tudor Gardens and Salmon Street is considered to be a sufficient distance from the school for there to be no significant impact on the roundabout. Parking at the site has been observed to take place close to the site entrance in Church Lane and to a lesser extent along the narrow side roads. Any extension to pupil numbers is likely to increase this, with the Transport Assessment suggesting that without any reduction in the modal share by car, the increase in parking could exceed the spare on-street parking capacity close to the site entrance. As such, suitable mitigation measures are considered essential to

this scheme, including a Travel Plan to reduce car journeys, which will be secured by condition.

Bicycle parking is required at 1 space per 10 staff, giving a total requirement for 10 spaces. The proposal includes an increase in the provision from 11 spaces to 20 spaces under a covered canopy. This exceeds the standards set out in the UDP however is below the requirements of TFL. It is considered that a reasonable approach is the provision of 20 spaces on site. It is a requirement of TFL that electrical charging point is provided and further details will be secured condition.

The application does not propose changes to the waste management and collection or other servicing. The bin stores are located slightly nearer the main entrance however it is anticipated that there will be no change to the existing collections and servicing.

#### *Construction Access*

The scheme has been revised to no longer include the proposed use of Holly Grove as the construction access. This follows concerns raised by your Officers in Transportation regarding the likely damage to footways and verges, with concern also that the sub-base of these residential roads are also unable to withstand heavy loading.

It is the intention that construction traffic be routed into the school site from the main entrance from Church Lane. A condition will be imposed requiring a Construction Management Plan to be submitted for approval.

#### **(6) Energy & Sustainability**

Policy CP19 in the Core Strategy seeks to ensure that all new development contributes to achieving sustainable development, including climate change, mitigation and adaptation. The proposal is predicted to achieve a BREEAM 'Very Good' rating; new development is generally expected to meet BREEAM 'Excellent' standards. Given that the proposal is an extension to an existing school rather than comprehensive redevelopment, achieving BREEAM 'Very Good' is considered acceptable. The proposal achieves 25% over Part L of the Building Regulations 2010 in compliance with London Plan Policy 5.2. In addition, the provision of a photovoltaic system on the roof of the proposed extension will reduce carbon dioxide emissions by at least 20 percent in accordance with renewable energy targets set out in London Plan Policy 5.7. The proposed development is considered to achieve an acceptable score against the Council's Sustainability checklist requirements.

#### **(7) Community Use**

The application proposes a new two court multi use hall measuring 324 sq m. The ceiling height is 6.7m to ensure it can be used for sporting activities. The hall has been located to enable separate access to be provided for community use outside of school hours including access to the changing facilities. It is recommended that a condition is imposed to secure at least 15 hours of community access a week to accord with similar proposals in the borough with full details secured by condition.

#### **(8) Mayoral CIL**

As the development relates to the extension of an education facility, the development is exempt from paying CIL.

#### **(9) Conclusion**

The proposed scheme complies with the relevant policies for schools development at national, regional and local level and in particular with the National Planning Policy Framework which places great importance on ensuring that sufficient school places are available to meet the needs of existing and new communities; accordingly your officers recommend planning permission be granted, subject to a number of conditions.

**RECOMMENDATION:** Grant Consent

**REASON FOR GRANTING**

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

Core Strategy 2010  
Brent Unitary Development Plan 2004  
Central Government Guidance  
London Plan 2011  
Council's Supplementary Planning Guidance

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

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

#### **CONDITIONS/REASONS:**

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

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

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

Drawings: 101; 102; 103; 104; 105; 106; 107; 108; 109; 110; 111; 112; 113; 201 Rev C; 202 Rev C; 203 Rev C; 204 Rev A; 205 Rev B; 206; 207; 208; 210; 300; 301; 302; 600 Rev A; 600 Rev B

Planning Statement by Metropolis - May 2012  
Design and Access Statement (May 2012 Rev A)  
Flood Risk Assessment (FRA) dated 22 June 2012 Issue 3 by WSP UK Ltd  
Arboricultural Impact Assessment by Landscape Planning Ltd (March 2012)  
Fryent Primary School- Transport Assessment by Mott MacDonald (April 2012)  
Fryent Primary School- School Travel Plan by Mott MacDonald (April 2012)  
Cultural Heritage Assessment by Prospect Archaeology Ltd - LPA 2012/7 April 2012  
Project Phasing and Site Logistics Version 1.4 - Watts  
Sustainable Development Checklist (revised 11 July 2012)  
Watts letter dated 11 July 2012 - Daylight and Sunlight Amenity

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

- (3) Before any construction work on site, excluding demolition and site clearance, further details of materials for all external work, including samples where specified, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The details shall include:

- (a) Brickwork - blended brick to match existing (including sample);
- (b) Render - Pure White (including sample);
- (c) Windows;
- (d) Doors;
- (e) Fins (including sample);
- (f) Roof finishes *excluding green roof* (including sample).

The work shall be carried out in accordance with the approved details and retained thereafter

for the lifetime of the development.

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

- (4) All areas shown on the plan shall be landscaped in accordance with a scheme to be submitted to and approved in writing by the Local Planning Authority prior to the completion of construction work on site. Such landscaping work shall be completed prior to occupation of the development hereby approved or by any other timetable agreed.

Such scheme shall also indicate:-

- (a) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling;
- (b) Hard surfaces including details of materials and finishes - these should have a permeable construction;
- (b) Proposed lighting plan with specification;
- (c) All planting including location, species, size, density and number;
- (d) Any sustainable construction methods which are to be used;
- (e) A detailed (min. 5-year) landscape management plan showing requirements for the ongoing maintenance of hard and soft landscaping;
- (f) Proposed walls and fencing, indicating materials and heights.

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.

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

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

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

- (6) The protection of the retained trees shall be implemented in full accordance with the approved details set out in the Arboricultural Impact Assessment by Landscape Planning Ltd (March 2012) prior to commencement of any preparatory work or development and retained throughout the duration of the construction works.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure the viability and health of the existing trees.

- (7) The development shall not be occupied until the car-parking, turning areas and 20 secure cycle spaces have been provided in accordance with the approved details and these shall be retained thereafter for the lifetime of the development.

Reason: In the interests of highway safety and encourage use of sustainable transport.

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

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site - utilising Church Lane site access only;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (vi) wheel washing facilities and schedule of highway cleaning;
- (vii) measures to control the emission of dust and dirt during construction;
- (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (ix) School, nursery and Children's Centre access during the construction phase.

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

- (9) Details of the following shall be submitted to and approved in writing by the local planning authority prior to installation:

- a) kitchen extraction system and filters;
- b) ventilation equipment;
- c) boiler flue and emissions.

These details should include an assessment of the impact on air quality and the development shall be completed in accordance with the details so approved and retained thereafter for the lifetime of the development.

Reason: In order to safeguard local air quality and amenities.

- (10) Notwithstanding the plans hereby approved, further details of the green roof and photovoltaic tiles shall be submitted to and approved in writing by the local planning authority prior to any construction work, excluding demolition and site clearance. Such details shall include:

- (a) specification, details and maintenance of the green roof;
- (b) details of photovoltaic tiles

The works shall be carried out in accordance with the approved plans prior to occupation and retained thereafter for the lifetime of the development.

Reason: In accordance with London Plan policy 5.11

- (11) Within 12 months of occupation of the extension hereby approved, a review by a BRE approved independent body which verifies that the development has met or exceeded a BREEAM 'Very Good' 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 measures to ensure the development meets or exceeds a BREEAM 'Very Good' rating shall be submitted to and approved in writing by the local planning authority within 24 months of occupation of the extension hereby approved.

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

- (12) Prior to the commencement of the use of the buildings, 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, shall be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented as approved and adhered to.

Reason: In the interests of reducing reliance on private motor vehicles.

- (13) The development shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated 22 June 2012 Issue 3 by WSP UK Ltd and the following mitigation measures detailed in the FRA:

(i) Limiting surface water run-off generated by the 1 in 100 year (including an allowance for climate change) critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site as detailed in section 6.2.25 of the FRA.

(ii) Surface water storage to be achieved through the use of Sustainable Drainage Systems including green roofs and permeable paving as detailed in Sections 6.2.17-6.2.23 of the FRA.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any other period as may be subsequently agreed in writing by the local planning authority.

Reason: To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site.

- (14) Prior to the completion of construction work, appropriate arrangements shall be made in writing with the local planning authority to provide the following:

- (i) Improvements to zebra crossing on Church Lane to raise the carriageway level to provide a humped zebra crossing;
- (ii) Improvements to zebra crossing on Church Lane to provide lighting.

The use authorised by this permission shall not begin until the above works have been completed in accordance with the above points and have been certified in writing as complete by or on behalf of the local planning authority, unless otherwise agreed in writing by the local planning authority.

Reason: In the interests of highway and pedestrian safety.

- (15) Notwithstanding the plans hereby approved, further details of the provision of an electric vehicle charging point (for 2 vehicles) shall be submitted to and approved in writing by the local planning authority prior to the completion of the development.

The works shall be carried out in accordance with the approved plans prior to occupation and retained thereafter for the lifetime of the development.

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

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

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

#### **INFORMATIVES:**

- (1) The applicant is advised that prior approval from Thames Water Developer Services (Tel: 0845 850 2777) is required if it is proposed to discharge to a public sewer. This is to ensure the surface water discharge from the site shall not be detrimental to the existing sewerage system.

#### **REFERENCE DOCUMENTS:**

Any person wishing to inspect the above papers should contact Rachel McConnell, The Planning Service,

