

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

2 July, 2015
03
15/1456

SITE INFORMATION

RECEIVED: 10 April, 2015

WARD: Wembley Central

PLANNING AREA: Wembley Consultative Forum

LOCATION: Alperton Community School, Ealing Road, Wembley, HA0 4PW

PROPOSAL: Demolish all buildings on site (except the John Boyle Centre, Children Centre and Site managers accommodation) and erection a four storey 9 form entry secondary school for 1700 pupils (1350 11-16 years old and 350 post 16), together with associated car parking, servicing and circulation space, multi-use games areas and other hard and soft landscaping.

APPLICANT: Kier Construction

CONTACT: Nicholas Hare Architects LLP

PLAN NO'S: Refer to Condition 2

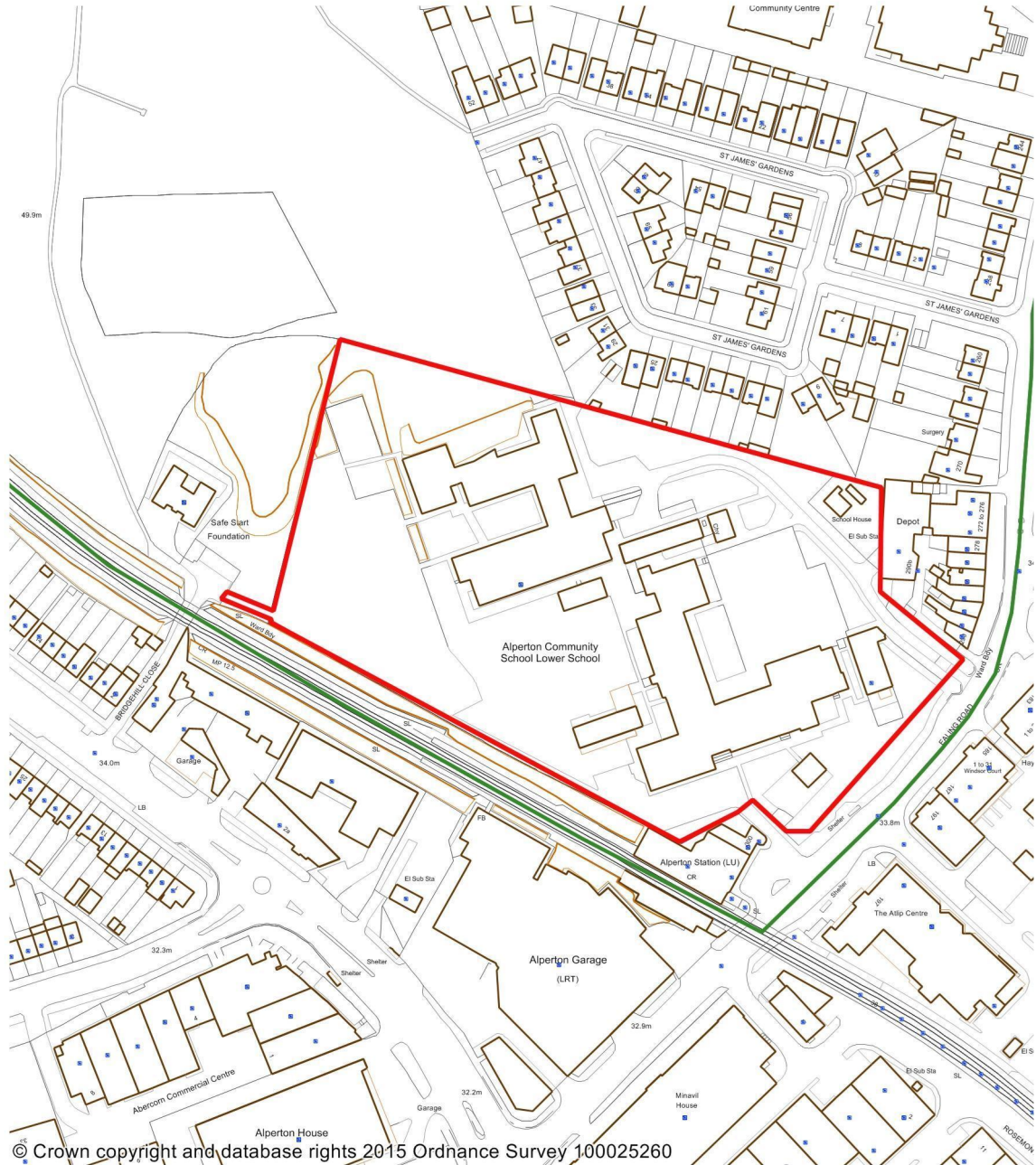
SITE MAP



Planning Committee Map

Site address: Alperton Community School, Ealing Road, Wembley, HA0 4PW

© Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

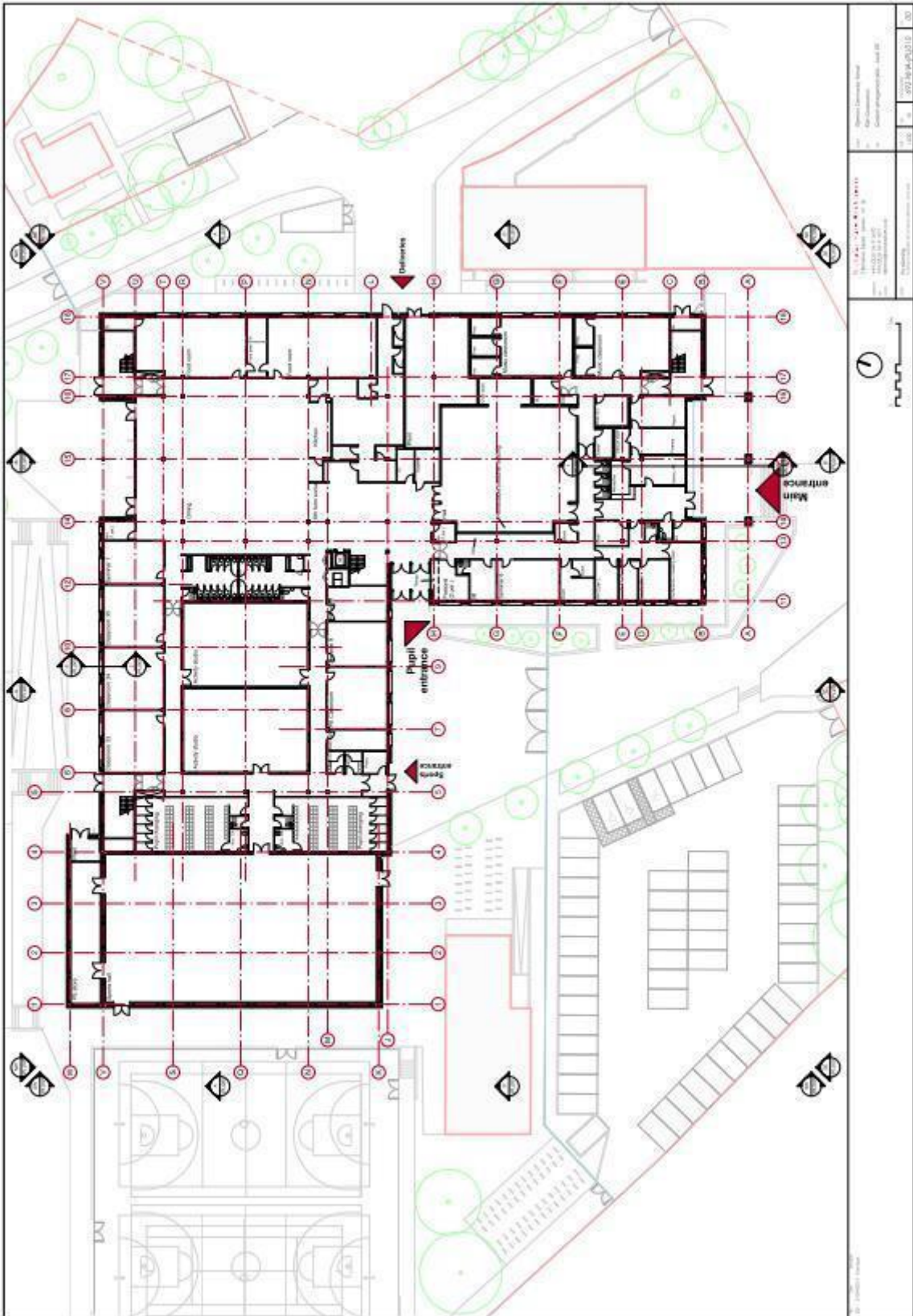
SELECTED SITE PLANS

SELECTED SITE PLANS

Proposed Site Plan



Proposed Ground Floor Plan

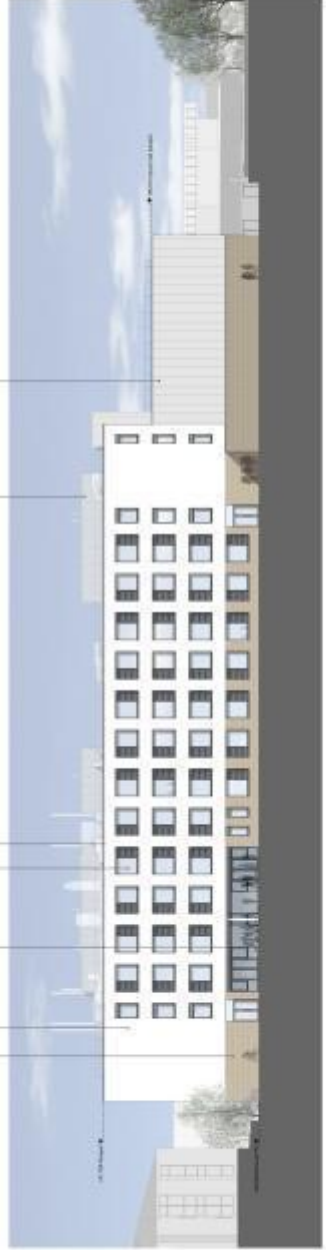


Proposed Elevations

- Materials:
1. White brickwork
 2. White modular panels
 3. FPC aluminum curtain walling and doors
 4. FPC aluminum louvers
 5. FPC aluminum columns
 6. FPC aluminum columns
 7. Insulated panel system



NE - CA elevation - North East
Scale: 1/8" = 1'-0"



NW - CA elevation - North West
Scale: 1/8" = 1'-0"



ALFRED DAVIS BUILDINGS
 10000 10th Street SE, Suite 100
 Bellevue, WA 98006
 Phone: +1 206 451-1207
 Fax: +1 206 451-1208
 Email: info@alfred-davis.com
 Website: www.alfred-davis.com

Project: **Alfred Davis Buildings**
 Date: **07/24/24 (R1.1107)**

Proposed Elevations

Materials:

1. White brickwork
2. White metal panel
3. Brown signage
4. PVC aluminum curtain walling and doors
5. PVC aluminum window frames
6. PVC aluminum sills
7. PVC aluminum coping
8. Insulated panel system

SE - SE Elevation - South East
Scale: 1/8" = 1'-0"

SW - SW Elevation - South West
Scale: 1/8" = 1'-0"

PROJECT: ALBERTSON'S

10000 10th Street, NW
Alaska, Alaska 99571

Architect: [Firm Name]
1234 5th Street, Anchorage, AK 99501
Phone: (907) 555-1234
Email: info@firm.com

DATE: 10/20/2023

PROJECT NO: 2023-001

SCALE: 1/8" = 1'-0"

Visual - Aerial South East



RECOMMENDATIONS

To:

(a) Resolve to Grant Planning Permission, subject to an appropriate form of Agreement in order to secure the measures set out in the Section 106 Details section of this report, subject to conditions listed after paragraph 93, or

(b) If within a reasonable period the applicant fails to enter into an appropriate agreement in order to meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document, to delegate authority to the Head of Planning, or other duly authorised person, to refuse planning permission

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

A) PROPOSAL

Demolish all buildings on site (except the John Boyle Centre, Children Centre and Site managers accommodation) and erection a four storey 9 form entry secondary school for 1700 pupils (1350 11-16 years old and 350 post 16), together with associated car parking, servicing and circulation space, multi-use games areas and other hard and soft landscaping.

The construction work will take place in two phases. Phase 1 will commence in October 2015, and will involve the demolition of the existing buildings within the southern end of the site. Phase 1 is proposed to be complete for December 2016, with the lower school moving into the phase 1 area. The remaining buildings will be demolished as part of phase 2, commencing from the existing boilerhouse, working south and then the buildings to the north of the site. Phase 2 is programmed to be completed in December 2017. On the completion of phase 2, the final decant of the upper school will be undertaken.

Further details on the project programme and timescales are set out within paragraphs 47 to 51 below.

B) EXISTING

The application site comprises Alperton Community School. It is a secondary school that currently offers 1,645 places for pupils aged 11 to 19, along with standard mild learning difficulties/special educational needs (MLDS/SEN) provision. The school is currently located on two sites with the lower school on Ealing Road and the upper school on Stanley Avenue. There is also an additional off site playing field located at Mount Pleasant. This application seeks to relocate all of the school onto the Ealing Road site.

The lower school site on Ealing Road also contains John Boyle Centre, which is a separate facility that accommodates 40 MLDS/SEN pupils, and a Children's Centre. These are outside the remit of this planning application and will continue to operate during the construction works.

The application site is located on Ealing Road. It is bounded to the west by Alperton Underground Station and the railway line, One Hill Tree Park to the north and residential properties on St James Gardens to the east. The south eastern end of the site abuts rear gardens of residential properties/rear service yards of commercial premises on Ealing Road.

The site is not located within a conservation area nor does it contain any listed building. It is also not a site of archaeological importance or within an archaeological priority area.

C) AMENDMENTS SINCE SUBMISSION

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

- Revised site layout plan that shows the setting back of the fence line further into the school site, to then allow the area of school land in front of the new fence line to be publicly accessible.
- Due to lack of funding, the roof plan has been amended to omit PV panels
- Details to the elevational treatment of windows has been shown

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks full planning permission for demolish all buildings on site (except the John Boyle Centre, Children Centre and Site managers accommodation) and erection a four storey 9 form entry secondary school for 1700 pupils (1350 11-16 years old and 350 post 16),

together with associated car parking, servicing and circulation space, multi-use games areas and other hard and soft landscaping. This is an existing school site and the principle is considered acceptable.

Impact on neighbouring amenity: The new building, as a result of its siting and layout within the school site in compliance with SPG17 guidance, will not adversely impact on the amenity of neighbouring occupiers.

Landscaping and trees: A large proportion of the existing trees within the school site will be retained. New trees and landscaping is proposed as part of the school redevelopment.

Sustainability: Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings however the proposed scheme is predicted to achieve BREEAM 'Very Good' which falls short of this target. It is considered given the benefits of the scheme to provide an improved education facility, provision of 'lean measures', 'clean measures' and provision for future installation of on-site renewables, the proposal can be supported.

Transportation matters: The application proposes 55 car parking spaces (including 3 disabled bays) with one EVCP to be located in a car park accessed from the existing southern access from Ealing Road. Servicing will take place from the existing northern access. 96 cycle spaces are proposed, with areas being identified for future cycle parking. The scheme will secure highway improvement works including the stand in front of the school to be upgraded to a pelican or zebra crossing and a more pedestrian-friendly arrangement to be introduced at the junction of Ealing Road and Mount Pleasant as part of the Section 106 Agreement, together with a School Travel Plan.

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Non-residential institutions	7559		7153	5300	

Monitoring Residential Breakdown

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

RELEVANT SITE HISTORY

11/2930: Full Planning Permission sought for erection of a new single-storey classroom building (John Boyne Centre) - Granted, 29/02/2012.

08/2855: Details pursuant to condition 4 (soft landscaping) of full planning permission reference 07/2953 - Granted, 04/11/2008.

08/2629: Full Planning Permission sought for installation of 3 air-conditioning units to children's centre (as supplemented by acoustic reports received 16/09/2008 and 15/10/2008 and e-mail dated 16/10/2008) - Granted, 29/10/2008.

08/2166: Details pursuant to condition (2) details of external finishes, (3) replacement netball court, (5) external boundary treatment (6) tree protection measures (7) travel plan (8) secure cycle parking of full planning permission reference 07/2953 - Granted, 18/09/2008.

08/1032: Full Planning Permission sought for erection of gate and fencing and installation of vehicle crossover and hardstanding to provide car park adjacent to Alperton Station - Withdrawn, 08/07/2008.

07/2953: Full Planning Permission sought for erection of single storey building to form a children's centre adjacent to Ealing Road with installation of CCTV cameras, gates, hardstanding and associated landscaping in accordance with email received 10/12/07 - Granted, 11/12/2007.

92/1648: Renewal of temporary planning permission reference LE/9388 dated 03/10/75 for retention of classroom building - Granted, 01/12/1992.

H9434 6493: Full Planning Permission sought for enclosure of swimming pool - Granted, 11/01/1979.

E91613B245: Full Planning Permission sought for substation - Granted, 12/11/1956.

E8523 B205: Full Planning Permission sought for school - Granted, 11/05/1955.

E8523 B173: Full Planning Permission sought for erection of secondary school with house for caretaker (consent deemed to have been granted by Minister of Education) - Granted, 28/07/1954.

E8523 B71: Full Planning Permission sought for aquisition of Nos. 292-318 Ealing Road and new Alperton secondary school (consent deemed to have been given by Minister of Education) - Granted, 29/04/1953.

CONSULTATIONS

Consultation Period: 15/04/2015 - 06/05/2015

Additional consultation letters sent out on 16/04/2015 and 27/04/2015

Press Notice published on 23/04/2015

Site Notices Displayed on 30/04/2015

Public Consultation

378 neighbours consulted - one objection received raising the following concerns:

- Loss of privacy as a result of overlooking from the new school
- Increase in noise and disturbance as a result of the additional pupils
- Problems with rats in the area. Will be made worse by additional rubbish and construction works
- Poor quality shops on Ealing Road

Ealing Road Residents Association - no comments received.

CABRA - no comments received.

London Borough of Ealing - No objections raised.

Wembley Central Ward Councillors - no comments received.

Alperton Ward Councillors - no comments received.

External Consultation

Sport England - Confirmed that they do not wish to comment on the application.

London Underground Limited - Have requested that a number of conditions are attached to any forthcoming planning consent.

Transport for London (TfL) - Raised a number of comments/concerns relating to the proposal which include:

- Justification provided on car parking based on existing vs future provision and demand
- Need to widen the Ealing Road footway outside the proposed school main entrance to ensure that sufficient footway width is provided by general pedestrians, bus passengers and pupils congregating outside the school
- Undertake PERS audit to identify walking improvement needs
- Increase cycle parking to meet London Plan standards, improve cycle connections to One Tree Hill Recreational Ground and Altip Road, and relocate cycle access away from Alperton Station
- Travel Plan to be secured as part of Section 106 Agreement
- Secure a DSP/CLP as a condition to any forthcoming planning consent.

The Environment Agency - Confirmed that they do not wish to comment on the application.

Internal Consultation

Landscape and Design Team - Comments provided relating to enhancement of public realm on Ealing Road, soft landscaping and trees within the site.

Transportation Unit -The proposal can be supported subject to the following mitigation measures being secured in advance of the school opening, funded either directly by the School or through S106/CIL funds for the regeneration of the area in general:-

- S278 highway works to (1)widen the site entrance from Ealing Road at the northern end of the site, including surfacing of the associated crossover in 80mm concrete block paving and adjustments to the adjacent loading bay to be agreed with Brent's Transportation Unit as part of the detailed highway design works, and (2) pedestrian safety improvements along Ealing Road between Alperton Station and Mount Pleasant and/or parking controls in the wider area, which should as a minimum include the provision of a raised zebra crossing outside the school in the vicinity of the Atlip Road junction;;
- Dedication of the area of grass verge along Ealing Road in front of the school boundary fence as public highway and widening of the footway in this area to an appropriate width to alleviate crowding (n.b. the dedication and works can be undertaken through a S38 Agreement, or the land can be dedicated under a S72 notice and the Council can subsequently undertake footway works themselves using its own funds);
- Provision of a rear access gate for the use of pedestrians and cyclists from One Tree Hill and Bridgehill Close;
- Provision of 12 electric car charging points (6 active/6 passive) within the site;
- Provision of at least 247 bicycle parking spaces;
- Submission and approval of a revised Travel Plan for the school, with maximum car modal share targets of 7% (plus 1% car sharing) for pupil journeys and 50% for staff journeys.

Environmental Health - Recommend that conditions are secured relating to contaminated land and air quality. No further information required relating to noise, kitchen extraction and construction impacts.

Local Lead Flood Authority - No objections raised in principle with the drainage strategy, but further details to be conditioned for a flow control from the hard court play area. They have also requested sustainable drainage for surface water from roof area, such as storage tanks where water can be re-used for cleaning or watering the landscape area.

POLICY CONSIDERATIONS

National Planning Policy Framework

Paragraph 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Further Alterations to the London Plan 2015

- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.6 Decentralised Energy in Development Proposals
- 5.7 Renewable Energy
- 5.9 Overheating and Cooling
- 5.13 Sustainable Drainage
- 6.1 Strategic Approach
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking

Brent's Core Strategy 2010

Objective 5 - meeting social infrastructure needs

CP19: Brent Strategic Climate Change Mitigation and Adaption Measures

CP23: Protection of existing and provision of new Community and Cultural Facilities

Brent's UDP 2004

BE4: Access for Disabled People
BE6: Public Realm - Landscape Design
BE7: Public Realm - Streetscape
BE9: Architectural Quality
BE12: Sustainable Design Principles
BE17: Building Services Equipment
EP2: Noise & Vibration
EP3: Local Air Quality Management
CF8: School Extensions
TRN4: Measures to make Transport Impact Acceptable
TRN10: Walkable Environments
TRN11: The London Cycle Network
TRN22: Parking Standards - Non Residential Developments
PS12 - Non-Residential Institutions

S106 Planning Obligations SPD - Adopted 1 July 2013

This SPD sets out the Council's approach to the use of s106 Planning Obligations following the introduction of the Community Infrastructure Levy within Brent which came into effect from 1 July 2013. It sets out standards Heads of Terms that are most likely to be included within a s106 to make development acceptable in planning terms. The main areas include transportation, sustainability, public realm & open space and community & cultural.

SPG17 "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.

DETAILED CONSIDERATIONS

Introduction and existing site context

1. This application relates to the redevelopment of Alperton Community School to provide a new school on the Ealing Road that will accommodate 1700 pupils, comprising 1350 pupils in nine Form Entry (FE) secondary school and 350 sixth form places. It will relocate all of the existing school places (1,645 in total) that are currently located on both the Ealing Road and Stanley Avenue school sites onto the one site on Ealing Road.
2. The redevelopment of the school is part of the Government's Priority Schools Building Programme (PSBP). The PSBP was launched in July 2011 and is procured by the Education Funding Agency (EFA) on behalf of the Department of Education. The PSBP aims to raise standards in education, through a combination of investment in buildings and ICT, to enable young people to fulfil their potential, and for staff to use their skills to best effect.
3. The Ealing Road site is currently occupied by four existing buildings and two temporary buildings. They are a mix of single, two and three storey buildings, originally constructed in the 1950s and 1960s. The existing buildings are in a poor state of repair, are known to contain asbestos and are poorly configured on the site.
4. There is also a site manager's unit and sub station within the curtilage of the school grounds, in the north eastern corner of the site. The school site also contains the John Boyne Centre adjacent to the railway line and the Children's Centre at the eastern end of the site along the Ealing Road frontage. None of these buildings will be affected by this planning application.

Sitting and Design of the new school

5. The new school is to be located in a similar location as the existing main school building, away from the boundaries with adjoining residential gardens, and close to the Ealing Road frontage. The overall footprint of the new school will be significantly less than the existing buildings which are dispersed throughout the site (proposed building footprint of 4,153sqm compared to existing building footprint of 5,236sqm). This will allow for improvement of open space within the school site that is currently fragmented as a result of the various buildings located within the site.

6. The new school building will be 'L' shaped at three to four storeys high with a flat roof. The main element of the new building will be four storeys high and the sports hall located at the western end of the new school building will be three storeys high. To provide a focal point to the main entrance, this element to be in brick with the school logo displayed at first floor level. The remainder of the four storey element of the school building is to be brick at ground floor with white render above. The three storey sports hall is to be brick at ground level with grey insulated panels above. Further details of the rendered system to prevent staining and algae growth have been set out in supporting information by the applicant and it is recommended that these details are conditioned.

7. The elevations will be articulated with recessed windows at a depth of around 0.37m, with each window having PPC louvers in a grey colour. The scale and massing, external materials and arrangement of the fenestration is considered appropriate for the new building which is designed for education purposes.

8. The new school building will contain the main entrance on the Ealing Road frontage and a separate pupil entrance behind the inner fence line located at the inside corner of the building. A separate entrance will also be provided for the sports facilities allowing this facility to be used for the community outside of school times, in a managed arrangement. The service entrance to the kitchen and plant room is located on the eastern elevation next to the service access road.

9. At ground floor the new school building will contain head teacher office and administration offices, dining room and kitchen, school hall, general classrooms and music classrooms, sports hall, activity studios and changing facilities. Classrooms including general classrooms, specialist art and science classrooms, staff room, ICT rooms, drama studio and the library will be provided on the upper floor level.

10. The roof of the main school building will have a number of plant equipment at roof level. These have been set in away from the edges of the building and the majority of the equipment will be screened. Given that they are at roof level and set in away from the edges of the building, their view from neighbouring rear gardens and from the public highway will be limited. There is a need to provide safety railing along the edges of the roof (with a set in of 2.75m from the edges of the building). This is required for maintenance of the plant equipment and for the installation of potential future photovoltaic panels. It is considered the set in is sufficient to ensure the railings do not appear unduly prominent.

Relationship to neighbouring residential properties and the existing Children's Centre and John Boyne Centre

Neighbouring residential properties

11. Residential properties are located to the north and east of the site, on St James Gardens and Ealing Road. The new school building is located between 23m to 63m from the boundary with residential gardens of the properties on St James Gardens and Ealing Road. It is also at a splayed angle in relation to the neighbouring residential properties and gardens, and therefore does not have directly facing windows between the school and the residential properties. This significantly exceeds the minimum requirement of 10m to the boundary with the rear garden and 20m between directly facing windows as set out in SPG17. Whilst SPG17 is a standard used for new residential buildings, it is considered to be a useful guide. It is therefore considered that the privacy of surrounding residential properties will not be adversely affected by the proposal.

12. SPG17 also requires new buildings to sit within a line drawn at 30 degree from rear facing habitable room windows of neighbouring properties (measured at a height of 2m above internal floor level) and to sit within a line drawn at 45 degrees from the boundary of the rear garden of neighbouring occupiers (also measured at a height of 2m above ground level). This is required to ensure that the proposal does not appear overbearing or result in a detrimental loss of light. The Design and Access Statement has included section plans that show the new school building sitting well below both the 30 and 45 degree lines from the neighbouring residential properties and rear gardens. As such it is considered that the height of the new building will not appear overbearing from the residential properties and rear gardens or result in a detrimental loss of light.

Children Centre and John Boyne Centre

13. The new school building will maintain a distance of 5.5m from the children centre. The windows on the flank elevation of the children centres include administration and office functions. The enclosed to the south will still maintain sufficient levels of sunlight during the day time hours when the children centre is operating.

14. The sports hall of the new school building will be located to the north of the John Boyne Centre together

with the new hard court play areas for sports. A separation distance of 5.8m to 7.8m will be provided between the John Boyne Centre and the sports hall and hard court areas. To the south will be the extended car park for the school with a new secure weld mesh fence at 2.4m high. This fence line will be 1.5m away from the southern end of the John Boyne Centre. Whilst there will be a reduction on the level of outlook from windows in both the north and south facing elevations, these will not be screened by solid fencing but fencing of a more open appearance. The John Boyne Centre forms part of the operation of the school, and the proposal will not impact on its ability to continue to teach as a mild learning difficulties/special educational needs (MLDS/SEN). The John Boyne Centre will continue to operate throughout the construction of the new school and once it is complete. It will maintain its own entrance and full details of how it will operate during the construction period will be conditioned as part of the construction management plan.

15. It is also noted that officers in environmental health have not raised concerns with noise from the new school. The northern elevation currently faces out onto a landscape area for informal play/recreation. This is discussed in further detail in the environmental considerations below.

Indoor and Outdoor Sporting Facilities

16. The existing school does not have any playing fields as defined by Sport England. As such, Sport England have confirmed that they are not a statutory consultee.

17. The existing school has an area of hardstanding along railway line which is used for sport. It also has a series of information soft landscaped areas dispersed throughout the site, but these are not used for sporting purposes. The school also additional off site playing field located on Mount Pleasant.

18. This application seeks to improve both formal and informal sporting/recreational facilities on the site, together with the retention of the off site playing field on Mount Pleasant. Based on the Building Bulletin 103 (Area Guidelines for Mainstream Schools) which has been produced by the Department of Education and Education Funding Agency the following standards have been applied:

Type of space	BB103 recommended	Amount proposed for the school
Soft PE off site	65550sqm	
Hard informal & social	1900sqm	4766sqm
Hard PE	2950sqm	2681sqm
Habitat	850sqm	2765sqm
Soft informal & social	4000sqm	8311sqm

19. Overall, the hard and soft formal and informal play for the new school, meets or exceeds the recommended standards.

20. In addition, the school will have a sports hall that can accommodate between three and four courts. The sports hall can also be used for exams and community use.

Community Access

21. London Plan Policy 3.16 requires that wherever possible, the multiple use of social infrastructure should be encouraged. The new school building will be able for use by the community, outside of school hours. Indicative floor layout plans show the areas of the building that will be available for the community. This includes the sports hall and activity rooms, dining room and hall on the ground, and some of the classrooms on the upper floors. Further details of the community access arrangements will be set out in a Community Access Plan to be secured as a condition to any forthcoming planning consent. The Community Access Plan should establish the range of facilities which will be made available, at which times and hours, establishing the means by which the facilities can be booked including a contact within the school and ensuring rates of hire comparable to similar local authority facilities. It will include a requirement to provide community access for a minimum of 15 hours per week (excluding out of school clubs). These hours are considered reasonable given the range of facilities that are proposed to be available for the community, the use of these facilities by the school during school and after school club hours, and the lack of floodlighting for the external hard court play areas.

Ecological assessment

22. The north western boundary of the school abuts a section of One Tree Hill Recreation Ground that is defined as a Site of Grade II Local Conservation Importance. The railway line to the west also defined as a

wildlife corridor. Development proposals should not adversely effect nature conservation.

23. As a result of these identified areas of nature conservation, an ecological assessment has been carried out. This concludes that habitats on site are considered to be of site importance for nature conservation, and are considered suitable for use by nesting birds, reptiles and foraging and commuting bats. A recent survey for bats determined that the buildings themselves were not being utilised by bats. No further surveys were recommended as part of the ecological assessment. In line with the recommendations the following measures are to be conditioned to any forthcoming consent.

- The mature trees at the northern boundary of the site are to be retained.
- Replacement of trees elsewhere in the site to be replaced with native species
- Wildlife enhancements such as bird, reptile and bat boxes to be considered to be incorporated within the grounds/trees of the site
- No lighting to be installed on the northern boundary, unless it can be demonstrated that future lighting has minimise potential impact on foraging and commuting bats
- Vegetation removal to be undertaken outside of the bird nesting season (March to August inclusive) and dense shrub removal to take place outside of reptile hibernation period (November to March inclusive)

Landscaping, boundary treatment and frontage

24. The existing school building at the northern end of the site will be removed and replaced with soft landscaping created on terrace areas due to the topography and contours of the site. The existing trees along the northern boundary are to be retained. It is recommended that a condition is secured for details of the protection of the retained trees throughout the site during construction works.

25. A number of trees located close to the new school building, where the new hard court games area is to be located, between the school and internal access road, and along the site frontage to make way for the new pedestrian access are to be removed. Approximately 30 trees are to be removed and approximately 50 replacement trees are proposed. The Tree Officer has advised that the removal of these trees is generally acceptable, but queried whether there is scope to retain the Hornbeams on the eastern side of the site by the staff cycle parking and bin store, unless they are required to be removed for construction purposes. It is recommended that a condition will be secured for tree protection measures and arboricultural method statement to be provided prior to commencement of any works on site (which shall include scope to consider the retention of the existing Hornbeams) together with a condition specifying that the replacement trees to be provided within the site that are to be of native species, together . It is recommended that full details of both hard and soft landscaped areas are conditioned.

26. As a result of the significant increase in pupil numbers to the Ealing Road school site, there is a need to create a new pedestrian access from Ealing Road. The access has been designed with an arrival plaza from Ealing Road before entering the school. Whilst this does have a degree of benefit for the dispersal of pupils from the site at the end of the school day, concerns were still raised by your officers and TfL regarding pupils congregating on the narrow pavement on Ealing Road close to the bus stop and train station. To address this concern, the fence line of the school and the main entrance has been set back into the school site to allow for a larger area of paving at the front of the school. This area of approximately 50sqm and provides a pavement width of 10m to 18m outside the school next to the bus shop and entrance to Alperton Underground Station. This area of paving is to be secured as part of a section 106 agreement to be publicly accessible, with scope for future adoption. The setting back of the fence is considered acceptable by both your officers and TfL.

27. Wider public realm improvements along the Ealing Road frontage are being proposed by the Council. Although the wider works do not form part of this application, they are briefly discussed within the transportation section below.

28. The existing boundary fence around the school site is to be retained. Officers have requested that the existing fence along Ealing Road frontage is replaced with a more visually appropriate fencing and for this to follow the new fencing set back within the school site. This fencing is 2m high and considered appropriate for boundary fencing to a school site. Beyond the car park and arrival plaza an inner 2.4m high fence is proposed and a 3m high weldmesh fencing is proposed around the hard play court. It is recommended that full details of boundary treatments are conditioned to any forthcoming consent.

Sustainability

29. Achieving sustainable development is essential to climate change mitigation and adaptation. The most

recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures and the London Plan policies within Chapter Five London's Response to Climate Change.

Compliance with Brent policies

30. In support of the objective of satisfying Core Strategy policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures, a Sustainable Development Statement has been submitted predicting the scheme will achieve BREEAM 'Very Good'. Policy CP19 seeks to achieve BREEAM 'Excellent' for new commercial buildings.

31. The Sustainability Report advises that to achieve BREEAM 'Excellent' will require a resulting uplift in overall design, management and construction costs. To achieve a score of 70% for BREEAM Excellent, rather than 55% for BREEAM Very Good, there are a number of mandatory minimum requirements that must be achieved. These are significantly more onerous for BREEAM Excellent, in particular in relation to energy use and renewables. The current strategy for achieving BREEAM 'Very Good' together with the implementation of 'Lean' and 'Clean' energy reduction measures (discussed below), will result in the design of the new building targeting all mandatory 'Excellent' credits relating to energy efficiency but failing to achieve the standards in relation to Health and Wellbeing and Innovation.

32. The Sustainability Report advises that the cost uplift to go from BREEAM 'Very Good' to 'Excellent' is equivalent to the cost of providing two to three standard classrooms. This would affect the ability of the school to provide the education facilities needed for the number of pupils. Therefore on balance, whilst the scheme fails to comply with policy CP19, this harm is outweighed by the benefits of providing a new school with modern facilities and additional pupil places in the Alpertown area. Policy 72 of the NPPF attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities, and requires Local Planning Authorities to take a proactive, positive and collaborative approach to meeting this requirement,

33. It is recommended that BREEAM 'Very Good' is secured as part of the Section 106 agreement.

34. Brent's Sustainability Checklist has been completed, that demonstrates that the scheme can achieve a score of 45.5%. This score falls marginally short of the target of 50%. Such a short fall is considered marginal and does not warrant a reason for refusal. It is recommended that a minimum score of 45.5% for the Sustainability Checklist is secured as part of the Section 106 agreement.

Compliance with Further Alterations to the London Plan 2015

35. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by Further Alterations to the London Plan 2015 policy 5.2 Minimising carbon dioxide emissions part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

36. In summary, the proposal does not meet the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations as a carbon saving of only 17% is achieved (through lean and clean measures only). This shortfall is not considered significant to justify a reason for refusal and this is explained in more detail below.

- Lean measures

The building has been designed to have a low energy demand. This includes the orientation and form of the new building to minimise uncontrolled heating and cooling, and optimise daylight use. The building services are provided by passive means where possible, minimising the use of pumps, fans and heating.

- Clean measures

Clean and efficient plant and equipment is proposed. This includes low energy lighting, lighting controls, efficient boiler plant and controls, mechanical ventilation with heat recovery to also be installed.

- Green measures

On site renewables are not funded by the EFA therefore, at this stage, no on site renewables are proposed. However, the design has been future proofed for the installation of a PV array on the roof of the main

building, which zones of the roof kept clear for future installation. Spare capacity is to be provided on the electrical infrastructure and LV cables are to be run and terminated at roof level for the future connection of a PV array.

37. In the majority of cases where there is a shortfall on the carbon emission reduction target, a carbon reduction offset is required such as a purchase of some form of green energy or funding for further green initiatives. In this case, given the benefits of the scheme to provide an improved education facility and that no alternative funding is available from the school, it is considered that no further contribution is secured.

38. It is recommended that a 17% improvement on Part L 2013 Building Regulations carbon is secured as part of the Section 106 Agreement with a requirement that the LV cables are to be run and terminated at roof level to allow for the future connection of a PV array, should funding become available.

Environmental considerations

Environmental Impact Assessment (EIA)

39. Under the updated Town and Country Planning (Environmental Impact Assessment) (Amendment) Regulations 2015, the scheme is considered to fall within the definition of development under Schedule 2 "Urban Development Projects" as it includes over 1 hectare of urban development which is not dwellinghouse development. Whilst an EIA screening opinion has not been submitted by the applicant, having regard to the characteristics of the development, its location and potential impact, it is not considered that the proposal requires an EIA. This has taken into account traffic related impacts (movement, safety and noise); contamination; ground and water quality; archaeology and architectural context; open space; ecology and nature conservation; and air quality. Each of these matters have been considered within the report and not considered to be detrimentally impacted upon by the development.

Contaminated Land

40. A soil investigation has been submitted which advises that some contamination was found in some soil samples. Officers in environmental health have advised that the report does not make sufficient case for mitigation and that a revised assessment of the investigation data is required before conclusions are made as to whether or not remediation is required. This is to be secured as a condition together with a condition for remediation and verification in the event that remediation is required.

Air Quality

41. The Air Quality Report identifies that the NO₂ pollution concentration of the classrooms located between the ground and third floors facing Ealing Road are shown to be of concern and mitigation is required. The report recommends mechanically ventilated air from the roof for these classrooms. It is recommended that details of the mitigation proposals are conditioned to any forthcoming consent.

Noise impact

42. A Noise Impact Assessment has been submitted which demonstrated that with the proposed acoustic barriers and noise attenuators, noise from the plant on the roof of the new building is unlikely to cause nuisance to residents. It is recommended that the noise impact assessment is conditioned to any forthcoming consent.

43. Officers in Environmental Health have advised that given the location of the kitchen extraction system within the site, it is unlikely to be close enough to any residents to cause nuisance. No further information requiring the kitchen extraction system is required.

Construction Impacts

44. Measures have been set out in the "Project Programmes and Statements" setting out measures to manage noise and dust associated with the construction and demolition works. Environmental Health have confirmed that they are satisfied with this approach.

Flood Risk and Sustainable Drainage

45. The site is located within Flood Zone 1. The Environment Agency have confirmed that they do not wish to comment on the proposal.

46. Drainage proposals for the site, including two sub-surface attenuation tanks (456m³ and 176m³) beneath the car park and the pedestrian entrance route, with a hydrobrake limiting maximum discharge to 33.5 l/s have been submitted. The Lead Flood Risk Officer has confirmed that the drainage strategy is acceptable in principle. The proposed surface water discharge is reduced by 50% from existing flow and hence reducing the flood risk factor drastically. I understand that for the play area, The hard court play area will be installed using permeable paving with land drainage and then discharging into existing surface water in Ealing Road without any flow restrictions. Whilst the flow discharge from this area will be minimal as most of the surface water will be accommodated by permeable paving, the Lead Flood Risk Officer has recommended that a condition is secured for some sort of flow control from this area. They have also requested sustainable drainage for surface water from roof area, such as storage tanks where water can be re-used for cleaning or watering the landscape area.

Project Programme and Timescales

47. As the school will continue to operate throughout the construction works, there is a need to work in two phases to ensure the safe operation of the school.

Phase 1

48. Phase 1 will commence in October 2015, and will involve the demolition of the existing buildings within the southern end of the site. The main point of access for construction vehicles will be via the existing deliveries route at the south eastern corner of the site on Ealing Road, although there will be occasional access required via the route by the school main entrance next to Alperton Station. The new hard court play area is proposed to be constructed over a 8 week period during the summer holiday 2016. Access for these works is proposed via the existing school main entrance. Phase 1 is proposed to be complete for December 2016, with the lower school moving into the phase 1 area. Having completed phase 1, the pupil access will be adjusted to the proposed new route which runs directly from the footpath on Ealing Road.

49. TfL have advised that the construction methodology and access arrangements need to be agreed with TfL as access for some construction vehicles will be via Alperton Station forecourt. It is recommended that a construction management plan for phase 1 is conditioned to be submitted and approved by the Local Planning Authority prior to commencement of any construction works on site, which is carried out in consultation with TfL.

Phase 2

50. During phase 2 the pupils will access the playground area through a designated walking in the existing teachers car park. No parking is proposed within the area for phase 2. The remaining buildings will be demolished as part of phase 2, commencing from the existing boilerhouse, working south and then the buildings to the north of the site. Phase 2 is programmed to be completed in December 2017. On the completion of phase 2, the final decant of the upper school will be undertaken.

51. Once again, TfL have advised that the construction methodology and access arrangements need to be agreed with TfL as access for some construction vehicles will be via Alperton Station forecourt. It is recommended that a construction management plan for phase 2 is conditioned to be submitted and approved by the Local Planning Authority 3 months prior to commencement of any construction works for phase 2, which is carried out in consultation with TfL.

Transportation

52. The site is accessed via Ealing Road, which forms part of the Strategic Road Network. The site has good access to public transport (PTAL 4) and is served by ten bus routes, with bus stops just outside Alperton Underground Station. Alperton Underground Station is approximately 70m from the site, and is served by the Uxbridge/Rayners Lane branch of the Piccadilly line.

53. The existing site is served by two vehicular accesses, which are to be retained. The southern access will be for the staff and visitor car park and cyclists, and the northern access will remain for servicing use as existing. A new pedestrian/pupil main entrance from Ealing Road leading to the 'arrival plaza' is proposed.

Trip generation, Modal Split, Highway and Traffic Impact

54. The scale of the school is sufficient to have a potentially significant impact on local transport networks

and a Transport Assessment has therefore been prepared by Sanderson Associates and submitted with the application, in accordance with Policy TRN1 of the UDP.

55. This has examined existing modes of travel to and from the school by pupils and staff, based upon surveys undertaken through the school's current Travel Plan. This shows an average of 12% of existing pupils at the Upper and Lower school sites travelling by car alone, with a further 2% car sharing. An average of 29% travel by bus, 1% by tube and 54% walk.

56. Staff travel survey results showed a high percentage (60%) of staff travelling by car (with 1% car sharing), with 25% by rail/tube and 12% by bus.

57. If modal shares are maintained at their existing levels, then an additional 35 car trips (70 two-way movements) could be expected to be generated in each peak hour on the local road network by the proposed increase in pupils, with 27 additional vehicular trips generated by staff. No information has been provided on staff parking - either where they park at present or where they might park in future. To reduce the impact of overspill parking from staff onto surrounding streets, Transportation officers have recommended that the Travel Plan is secured with maximum car modal share targets of 7% (plus 1% car sharing) for pupil journeys and 50% for staff journeys (see further comments on School Travel below).

58. The Transport Assessment has assumed that the above modal shares will remain unaltered and that the above predicted additional trips will therefore be generated on the wider road network. However, it has not then delved any further into quantifying the relative increases in traffic flows on individual road links in the area arising from these increases and neither has it considered how the redistribution of traffic from the existing Upper School site in Stanley Avenue onto this site will affect local traffic conditions.

59. Officers in Transportation have looked at Census data for the distribution of secondary school age pupils for the school's catchment area, which suggests that only 32% of pupils would arrive from the south, with 46% arriving via Ealing Road (north) and 22% via Mount Pleasant. This would mean that there would be a net increase in traffic through the Mount Pleasant/Ealing Road junction as a result of the consolidation of the two schools onto one site. The broad calculations suggest net increases in two-way flow in the morning peak hour of 107 vehicles on the Ealing Road (south) arm, 58 vehicles on the Ealing Road (north) arm and 49 vehicles on the Mount Pleasant arm of the junction.

60. In terms of percentage increases in traffic flow, these equate to about 8% on Ealing Road (south) and 5.3% on Mount Pleasant, based on historical traffic flow data for the two roads dating from 2012. Improvements to the Mount Pleasant junction are secured through the legal agreement.

Car Parking

61. Car parking allowances for educational use are set out in standard PS12 of the adopted UDP 2004. This permits one space per five staff, plus 20% for visitors.

62. With a total of 270 staff anticipated within the expanded school, up to 64 car parking spaces would be permitted. The proposed provision of 55 car parking spaces (including three disabled bays) within a tarmacked car park therefore accords with standards and the layout of the car park accords with design guidance. TfL have expressed the need to ensure that sustainable transport patterns are established for the new school, and have requested further justification and information about existing parking provision and demand for both of the existing upper and lower school sites.

63. The Transport Assessment submitted with the application has examined existing modes of travel to and from the school by pupils and staff, based upon surveys undertaken through the school's current Travel Plan. Staff travel survey results showed a high percentage (60%) of staff travelling by car (with 1% car sharing), with 25% by rail/tube and 12% by bus. The Travel Plan for the school is required to be updated as part of this application, and this will include targets to reduce car use amongst staff to the school - further details of which are set out in the Travel Plan section below.

64. London Plan Policy 6.13 requires 10% of spaces to be provided with electric vehicle charging points (EVCP) along with a further 10% passive provision. The application originally conformed that this level of EVCP will be provided, but has since confirmed that due to lack of funding that only one EVCP will be provided. To allow for future provision in the event that funding is available, additional ducting for 4 charging points (i.e. space on distribution board and required ducting) will be provided. Whilst this level of provision does not meet the requirements of policy 6.13, it is considered on balance that the shortfall does not warrant a reason for refusal.

65. It is recommended that a site wide car parking management plan (CPMP) for the school once in operation is conditioned to any forthcoming planning consent. This should include measures to prevent parents from picking up/dropping off on the car park access road and Ealing Road, management and allocation of car parking for staff and visitor during school operating times and outside of school operating times when open for the community. The CPMP should be carried out in conjunction with the School Travel Plan.

Walking

66. A new 6m wide pedestrian-only access with 4.8m wide gates is now also proposed into the main school entrance directly from Ealing Road. This is an improvement on the existing arrangements, which currently require pedestrians to use footpaths alongside the vehicular accesses and the proposed surfacing in small element paving flags provides a suitable surface. However, this entrance will concentrate pedestrian movement into and out of the site onto a length of the Ealing Road footway that is already very congested, due to the presence of the bus stops for Alperton Station interchange. The significant increase in pupil numbers on this site would further exacerbate existing difficulties, particularly at the end of the school day.

67. To mitigate this impact and reduce crowding at school opening and closing times, the footway in this area has been widened over the landscaped area between the rear of the footway and the school boundary fence between the station forecourt and front of the bus stop. The public realm improvement works also propose to set the school boundary fence further into the site to allow the footway to be widened further still and thus improve the pedestrian approach to the station and this would assist in further helping to reduce footway crowding in this area. The land will remain in the freehold ownership of the school but can be dedicated as highway using a Section 72 notice, and be publicly accessible. It is recommended that a condition is secured providing details of the paving for this area, having regard to the wider public realm improvements that the Council is proposing to carry out along Ealing Road outside the school site. The area of land which is to be publicly accessible will be secured as part of the Section 106 Agreement. The widening of the footway in front of the entrance is supported by both officers in transportation and TfL.

68. A report on pedestrian and cycling conditions in the vicinity of the site along Ealing Road has been provided. This is not a full PERS assessment, but provides some useful information. In addition to the main pedestrian access to the south from Ealing Road, officers in Transportation have requested that further consideration of future access for pedestrians and cyclists from the existing gate to One Tree Hill Park on the northern edge of the site, and the existing potential access from Bridgehill Close, are conditioned to any forthcoming consent. The management of these alternative access will need to be considered.

69. The road accident history for the area has also been examined within the Transport Assessment, with data produced for the five year period from November 2009 to October 2014 for the area. This showed a total of 13 personal injury accidents along the stretch of Ealing Road between the junctions with Bridgewater Road and Mount Pleasant, with a further nine at the junction with Bridgewater Road and eight at the junction with Mount Pleasant.

70. Pedestrian accidents have been particularly prevalent along the stretch of Ealing Road fronting the school and northwards to the junction with Mount Pleasant, with 12 of the accidents in this area involving pedestrians. Six of these involved secondary school aged children (11-15yrs), with two identified as pupils of Alperton Community School.

71. Although there are pedestrian crossing facilities along this stretch of Ealing Road, the high accident rate suggests that these would benefit from a review, given the large increase in pupil numbers proposed to attend this site in future. Potential measures include upgrading the island in front of the school to a pelican or zebra crossing and a more pedestrian-friendly arrangement to be introduced at the junction of Ealing Road and Mount Pleasant (the current arrangement omits a dedicated crossing phase on the Mount Pleasant arm).

72. The highway works set out above (island in front of the school to be feasibly upgraded to a pelican or zebra crossing and a more pedestrian-friendly arrangement to be introduced at the junction of Ealing Road and Mount Pleasant) are required to be secured as section 278 highway works within the section 106 agreement.

73. Aside from the large concentration of pedestrian casualties along this stretch of Ealing Road, there are no other major recurring accident patterns in the vicinity of the school that would be likely to be exacerbated by this proposal.

Cycling

74. The application proposes 98 cycle spaces for pupils, with a further 30 spaces in a separate area for staff. The level of provision falls short of both UDP and London Plan requirements which seeks to provide a total requirement for 247 spaces (based on UDP standards) and 254 spaces (based on London Plan standards). Officers in Transportation have advised that by spacing cycle stands closer together at 800mm centres (rather than 1m centres), will increase cycle parking provision. Areas have also been shown on the plans for future cycle parking, which will allow for increase cycle facilities to be provided as demand increase. This will need to be considered in conjunction with the School Travel Plan

75. TfL have raised concerns with the main cycle access for the school via the southern access adjacent to Alperton Underground Station. It is recommended that a condition is secured to look at alternative access arrangements such as from the main pedestrian access.

76. TfL have also expressed concerns with the poor quality cycle environment in the vicinity of the site. They have requested that the school looks at cycle infrastructure improvements including a route from the existing northern entrance of the school to connect to One Tree Hill Recreation Ground and a route via Atlip Road with a pedestrian and cycle parallel zebra crossing outside the school site to facilitate access to the canal towpath via Atlip Road. As discussed above, a pelican or zebra crossing is proposed to be secured as part of highway works on Ealing Road. A condition has also been recommended above, looking at alternative pedestrian and cycle access for the school via the existing northern gate.

Public Transport

77. TfL have advised that the existing level of bus service should be able to accommodate the estimated increase in passengers as a result of the development. No further contribution is sought. Likewise, the proposed development would have a negligible passenger capacity impact to Alperton Underground Station.

School Travel Plan

78. To help to mitigate future impact, a School Travel Plan has been submitted with the application for the 2014/15 academic year. This is the first Travel Plan produced for the school since 2009 and as such, the school has not had any recent engagement with Brent's School Travel Planning officers and has only recently been registered on TfL's STARS accreditation system. The lack of intervention over the course of the five year gap has meant that car use amongst staff and pupils has increased.

79. The Travel Plan will aim to increase walking, cycling and car sharing to the school, in order to reduce congestion at peak times. Initial actions are to include assemblies for younger children on road safety, encouragement to students that arrive by car to walk once a week and promotion of car sharing. The initial aim will be to achieve Bronze award status with the help of Brent Council's officers, with progress being monitored on an annual basis.

80. However, the Travel Plan in its current state is very short on detail and has not fully taken into consideration the consequences of locating all pupils onto one site. It is also lacking details of how the travel plan will be managed, is short on details of proposed actions and timeframes and is lacking clear and measurable targets.

81. Officers in Transportation have advised that it is essential that the Travel Plan has a minimum target of reducing the proportion of pupils travelling by car to a sufficient degree to offset the increase in pupil numbers. A reduction in the modal share of pupils travelling by car to about 10% would be required to achieve this for the school as a whole, with a target of 7% meaning that overall car journeys to the Ealing Road site would not increase. The Travel Plan survey results from 2009 showed 7% of pupils travelling alone by car at that time (plus 1% car sharing), so this target should be perfectly achievable.

82. Similarly, a minimum target of 50% car use amongst staff is required to achieve a 'nil impact' from car travel by staff for the school as a whole. This is still considered high for an employment use, so a more aspirational long term target of 25% should also be considered, which will help to mitigate parking problems in the local area.

83. In the meantime, further work is required to the Travel Plan to bring it up to an acceptable standard and a S106 obligation is sought requiring the submission and approval of a revised document prior to occupation of the new school.

Servicing

84. Tracking diagrams have been provided to demonstrate that adequate turning space is to be provided for delivery vehicles and for fire appliances at the rear of the school building. Service vehicle access is also shown around the car park to allow deliveries into the main school entrance. To allow for construction lorries to enter the site from the northern access and once the school is occupied for larger vehicles such as coaches to be able to use the northern access, it is required to be widened. Such works will form part of the s278 highway works.

85. It is not anticipated that there will be a significant increase in servicing trips to the enlarged school. However, it is recommended that a delivery and servicing plan is secured as part of the construction management plan during the construction works. A final delivery and servicing plan should be secured as part of a planning condition to any forthcoming consent, once the school is occupied, setting out the arrangements for servicing and deliveries.

External Lighting

86. Preliminary lighting details for the site suggest that the lighting of the existing access road along the northern side of the site will be retained as is, whilst the main car and bicycle parking areas will be illuminated to 10 lux. The main pedestrian entrance to the school will be illuminated to 20 lux and pedestrian routes to the rear of the building will be illuminated to 5 lux.

87. However, Society of Light & Lighting guidance recommends an average illuminance value of 20 lux with a uniformity ratio of 0.25 for school car parks and the design should be amended accordingly. An updated plan has been provided taking on board this requirement.

88. Full details of external lighting are recommended to be conditioned to any forthcoming consent.

Consultation

Pre-application consultation event

89. A consultation event was held by the applicant at the school on 25 March 2015 at 5pm. The event was attended by pupils, parents, staff and local residents. The event provided an opportunity for the attendees to see and discuss the plans, and they have changed and developed over time, and the opportunity to comment on the proposal prior to the formal planning application being submitted.

90. Approximately 30 people attended the event, with 14 signing the attendance list and filling out questionnaires. The majority were supportive of the development, which a summary of the comments set out below:

- Increase in open space
- Good entrance
- Good space/layout
- Student friendly
- All on one site
- Good street presence
- Keeps within current footprint
- Need for more sheltered seating out areas
- Extra sporting facilities to be provided
- Need for mini bus spaces
- Need for traffic management during construction

Responses received during the course of the planning application

91. One response has been received from a local resident during the course of the application. This is set out below:

Comment	Response
Loss of privacy as a result of overlooking from the new school	As discussed in paragraph 11 above, the new school will not result in a loss of privacy

Increase in noise and disturbance as a result of the additional pupils	As discussed in paragraphs 42 to 43 above, there will not be a detrimental impact to residential properties as a result of noise and disturbance.
Problems with rats in the area. Will be made worse by additional rubbish and construction works	The issue with rats is not a matter that is considered through environmental health legislation rather than planning. A construction management plan will set out details for rubbish during construction and details of refuse storage facilities for the school will be conditioned to any forthcoming planning comments
Poor quality shops on Ealing Road	This is a matter that is outside the remit of this application. However, the Council is seeking to carry out wider public realm improvements on Ealing Road., which assist in the regeneration of the area

Conclusions

92. It is considered the application would provide significant benefits for the pupils of Alperton Community School and for other Brent pupils with the modest increase in numbers; the provision of community access to the sports hall, dining room, hall and a number of classrooms is also beneficial for Brent residents.

93. Accordingly, it is recommended that planning permission be granted, subject to conditions and Section 106 Agreement.

S106 DETAILS

The application requires a Section 106 Agreement, in order to secure the following benefits:-

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 45.5% score is achieved, together with a minimum carbon reduction of 17% improvement on Part L 2013 Building Regulations carbon with a requirement that the LV cables are to be run and terminated at roof level to allow for the future connection of a PV array, and to achieve BREEAM rating 'Very good' (with compensation should it not be delivered);
- Notify Brent 2 Work of forthcoming job and training opportunities associated with the development;
- Provision of a Travel Plan for the site with maximum car modal share targets of 7% (plus 1% car sharing) for pupil journeys and 50% for staff journey;
- Dedication of the area of grass verge along Ealing Road in front of the school boundary fence as public highway and widening of the footway in this area to an appropriate width to alleviate crowding (n.b. the dedication and works can be undertaken through a S38 Agreement, or the land can be dedicated under a S72 notice and the Council can subsequently undertake footway works themselves using its own funds);
- Section 278 Highway works to include:
 - the widening of the site entrance from Ealing Road at the northern end of the site, including surfacing of the associated crossover in 80mm concrete block paving and adjustments to the adjacent loading bay to be agreed with Brent's Transportation Unit as part of the detailed highway design works
 - Pedestrian safety improvements along Ealing Road between Alperton Station and Mount Pleasant and/or parking controls in the wider area, which should as a minimum include the provision of a raised zebra crossing outside the school in the vicinity of the Atlip Road junction;

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if

the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

CIL DETAILS

This application is liable to pay **£0.00*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 7153 sq. m.

Total amount of floorspace on completion (G): 12453 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Non-residential institutions	12453		5300	£0.00	£0.00	£0.00	£0.00

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	258	
Total chargeable amount	£0.00	£0.00

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

****Eligible** means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 15/1456

To: Mr Andrew Hays
Nicholas Hare Architects LLP
3 Barnsbury Square
Islington
London
London
N1 1JL

I refer to your application dated 10/04/2015 proposing the following:
Demolish all buildings on site (except the John Boyle Centre, Children Centre and Site managers accommodation) and erection a four storey 9 form entry secondary school for 1700 pupils (1350 11-16 years old and 350 post 16), together with associated car parking, servicing and circulation space, multi-use games areas and other hard and soft landscaping.
and accompanied by plans or documents listed here:
Refer to Condition 2
at Alperton Community School, Ealing Road, Wembley, HA0 4PW

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework
Further Alterations to the London Plan 2015
Brent's Core Strategy 2010
Brent's UDP 2004
S106 Planning Obligations SPD - Adopted 1 July 2013
SPG17 "Design Guide for New Development" Adopted October 2001

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

- 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):

Location Plan 692-NHA-(PL)000 Rev 00
Block plan 692-NHA-(PL)001 Rev 00

Existing general arrangement plan - Level 00 692-NHA-(PL)002 Rev 00
Existing general arrangement plan - Level 01 692-NHA-(PL)003 Rev 00
Existing general arrangement plan - Level 02 692-NHA-(PL)004 Rev 00
Existing GA elevation - NE and NW 692-NHA-(PL)005 Rev 00
Existing GA elevation - SE and SW 692-NHA-(PL)006 Rev 00
Existing GA section - Site sections 692-NHA-(PL)007 Rev 00

General arrangement plan - Level 00 692-NHA-(PL)010 Rev 00
General arrangement plan - Level 01 692-NHA-(PL)011 Rev 00
General arrangement plan - Level 02 692-NHA-(PL)012 Rev 00
General arrangement plan - Level 03 692-NHA-(PL)013 Rev 00
General arrangement plan - Roof 692-NHA(PL)014 Rev 01

General arrangement elevation - North east & North west 692-NHA-(PL)100 Rev 01
General arrangement elevation - South east & South west 692-NHA-(PL)101 Rev 01
General arrangement section - AA and BB 692-NHA-(PL) 200 Rev 00
General arrangement section - CC and DD 692-NHA-(PL) 201 Rev 00
General arrangement section - Site sections 692-NHA-(PL)210 Rev 00
General arrangement section - Site sections 2 692-NHA-(PL) 211 Rev 00
Proposed sub station 692-NHA-(PL)020 Rev 01

Visual 1 - Aerial South East 692-NHA-(PL)300 Rev 01

Visual 2 - Aerial North West 692-NHA-(PL)301 Rev 01
Visual 3 - Main entrance 692-NHA-(PL)302 Rev 01
Visual 4 - Sectional perspective - Main entrance 692-NHA-(PL)303 Rev 01
Visual 5 - Sectional perspective - Sports 692-NHA-(PL)304 Rev 01

Typical bay detail - Main entrance 692-NHA-(PL)501 Rev 00
Typical Classroom Bay Detail 692-NHA-(PL)500 Rev 01

Landscape Colour Masterplan D2299 L.003 Rev H
Indicative Levels Plan D2299 L.007 Rev E
Combined Hard and Soft General Arrangement Plan D2299 L.100 Rev C
Boundary Treatments Plan D2299 L.201 Rev D

Site Lighting Strategy 4.1.5.1 Rev B

Community use & access strategy - Level 00 692-NHA-(00)020 Rev 01
Community use & access strategy - Level 01 692-NHA-(00)021 Rev 01
Community use & access strategy - Level 02 692-NHA-(00)022 Rev 01
Community use & access strategy - Level 03 692-NHA-(00)023 Rev 01

Mistral 70-15 Swept Path Analysis reversing into proposed vehicle turning circle (61034089/C/SK013 Rev I04)
DB32 Refuse Vehicle Swept Path Analysis (61034089/C/SK019 Rev I01)
Luxury 4x4 Swept Path Analysis car parking (southern entrance) (61034089/C/SK021 Rev I01)
Delivery Vehicle (7.5t box van) Swept Path Analysis Circulation into the car parking (southern entrance) (61034089/C/SK022 Rev I01)
Delivery Vehicle (7.5t box van) Swept Path Analysis reversing into the service yard (northern entrance) (61034089/C/SK023 Rev I01)
DB32 Fire Appliance Swept Path Analysis Northern Entrance (61034089/C/SK024 Rev I01)

Proposed Foul Water Drainage Layout Phase 1 (61034089-RUK-XX-00-DR-C-0110 Rev P01)
Proposed Foul Water Drainage Layout Final Scheme (61034089-RUK-XX-00-DR-C-0111 Rev P01)
Proposed Surface Water Drainage Layout Phase 1 (61034089-RUK-XX-00-DR-C-0112 Rev P01)
Proposed Foul Water Drainage Layout Final Scheme (61034089-RUK-XX-00-DR-C-0113 Rev P01)

Other documents/supporting information

Design Measures to the render facades
Design and Access Statement prepared by Nicholas Hare Architects Rev 00 dated 8 April 2015
BREEAM Pre-Assessment
Sustainability Checklist
Sustainability Report Prepared by Max Fordham (May 2015)
Project Programmes and Statement prepared by Nicholas Hare Architects dated April 2015
Planning Statement prepared by Noise Impact Assessment Report prepared by Max Fordham (March 2014)
Schedule of external finishes 692-NHA-(PL)EF Rev 00
Transport Assessment prepared by Sanderson Associates dated 8 April 2015 (8526/001/02)
Air Quality Assessment prepared by MLM Consulting Engineers Ltd dated 17 April 2015 (772840-ENV-001 Rev 0)
Alperton Community School - Ground Investigation Technical Summary prepared by Jacobs dated May 2014
Alperton Community School - Level 1 Flood Risk Assessment prepared by Jacobs dated March 2014
DN005: Surface and Foul Water Drainage Strategy prepared by Ramboll dated 27 March 2015
Preliminary Ecological Appraisal prepared by MLM Consulting Engineers Ltd dated 17 April 2015 (772817-ENV-001)

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

- 3 No floodlights or other form of external lighting for the Hard Court Play Area hereby approved or

along the northern and western boundaries of the site, shall be installed 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 the interests of nature conservation relating to the adjacent Site of Grade II Local Conservation Importance and Wildlife Corridor, and in the interests of the amenity of neighbouring residential occupiers.

- 4 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.

- 5 Vegetation clearance shall be undertaken outside of the nesting bird season (generally extends between March and September inclusive). If this is not possible then any vegetation that is to be removed or disturbed shall be checked by an experienced ecologist for nesting birds immediately prior to works commencing. If birds are found to be nesting any works which may affect them is required to be delayed until the young have fledged and the nest has been abandoned naturally.

Reason: To ensure compliance with the Wildlife and Countryside Act 1981 (as amended).

- 6 The development shall not be occupied until the car-parking, cycle parking and turning areas shown on the approved plans have been constructed, surfaced and marked out to the satisfaction of the Local Planning Authority. The car-parking, cycle parking and turning areas so provided shall be maintained as ancillary to the development and shall be used for no other purpose at any time.

Reason: In the interests of highway safety.

- 7 Reference to the programme of works proposed as part of phases one and two of the development, shall be carried out in accordance with the phasing details set out within the Design and Access Statement, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 8 (a) No development shall take place, including any works of demolition, until a Construction Method Statement for phase one 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 including consultation with TfL relating to the use of the southern access;
- (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 access during the construction phase (including servicing and delivery

arrangements), for the school, John Boyne Centre and Children's Centre.

(b) Three months prior to commencement of works relating to phase 2 (including demolition works), a Construction Method Statement for phase two shall be 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 points (i) to (ix) set out above.

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

- 9 No works shall commence on site prior to a Tree Protection Plan and Arboricultural Method Statement being 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 BS5837:2012
- (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 the construction phases; and
- (iii) show root-protection zones
- (iv) Retain the Hornbeam trees on the eastern side of the site next to the staff cycle parking and bin store, unless the removal of these trees is required for construction purposes

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.

- 10 Prior to commencement of any works on site (including demolition works) a revised assessment of the risks posed by the soil contamination identified in the submitted Ground Investigation Technical Summary shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken in accordance with the principles of CLR11 - Model Procedures for the Management of Land Contamination, and shall include an appraisal of remediation options shall any contamination be found that presents an unacceptable risk to any identified receptors.

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

- 11 The development hereby approved shall not be commenced until detailed design and method statements (in consultation with London Underground) for all of the foundations, basement and ground floor structures, or for any other structures below ground level, including piling (temporary and permanent), have been submitted to and approved by the Local Planning Authority. Such details shall include:

- (a) provide details on all structures
- (b) accommodate the location of the existing London Underground structures
- (c) demonstrate access to elevations of the building adjacent to the property boundary with London Underground can be undertaken without recourse to entering London Underground land.
- (d) demonstrate that there will at no time be any potential security risk to London Underground railway, property or structures
- (e) accommodate ground movement arising from the constructing thereof; and
- (f) mitigate the effects of noise and vibration arising the from the adjoining operations within the structures

The development shall thereafter be carried out in all respects in accordance with the approved design and method statements, and all structures and works comprised within the development hereby approved which are required by the approved design statements in order to procure the matters mentioned in paragraphs of this condition shall be completed., in their entirety, before any part of the building hereby approved is occupied.

Reason: To ensure that the development does not impact on existing London Underground transport infrastructure.

- 12 Prior to commencement of building works above ground level, further details of the following external materials (with samples where appropriate to be pre-arranged to be viewed on site) shall be submitted to and approved in writing by the Local Planning Authority.
- Details of facing bricks including samples to be pre arranged to be viewed on site
 - Details of the specification and colour of the window frames, doors and curtain walling
 - Details of the finishing material and colour for render, cladding, louvres, parapets, cills, and railings

The works shall be carried out in full accordance with the approved details, unless alternative materials are agreed in writing by the Local Planning Authority.

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

- 13 Prior to commencement of building works above ground level, an updated plan of the "Typical Classroom Bay Detail 692-NHA-(PL)500" which incorporates the measures set out in the "Design measures to the render facades" shall be submitted to and approved in writing by the Local Planning Authority, and thereafter constructed in full accordance with the approved details.

Reason: In the interests of providing a satisfactory external appearance.

- 14 Within three months of commencement of development for Phase one, details of the Sustainable Drainage measures shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details. Such details shall include:

- (i) Provision of a flow control from the hard court play area
- (ii) Sustainable drainage for surface water from roof area, such as storage tanks where water can be re-used for cleaning or watering the landscape area

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

- 15 Within six months of commencement of phase one, details of the colours and finishes for the means of enclosure and the rest of the associated Hard Court Play Area structure together with details of the external surface of the Hard Court Play Area shall be submitted to and approved in writing by the Local Planning Authority. The Hard Court Play Area shall be constructed in full accordance with the approved details.

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

- 16 Within three months of the commencement of phase 2, further details of the location of the external plant equipment and extract and supply ducts to the kitchen together with details of the design and material of any screening to the external plant equipment and extract and supply ducts following shall be submitted to and approved in writing by the local planning authority. Such details shall include drawings, including sections where appropriate, at a suitably large scale (e.g. 1:5, 1:10, 1:20, 1:50) or manufacturer's literature.

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

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

- 17 A scheme for the landscape works and treatment of the surroundings of the proposed development shall be submitted to and approved in writing by the Local Planning Authority within 3 months of commencement of phase 2. The approved hard and soft landscaping shall be completed in strict accordance with the approved details prior to the occupation of the new school or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-
- (a) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling;
 - (b) all planting including location, species, size, density and number incorporating native species
 - (c) details of the provision of artificial bird and bat boxes
 - (d) areas of hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users
 - (e) the location of, details of materials and finishes of, all street furniture and external cycle stands
 - (f) existing and proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
 - (g) details of external lighting (including proposed sitting within the site and on buildings and light spillage plans showing details of lux levels across the surface of the site and at residential windows)
 - (h) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping.

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

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 18 Within three months of commencement of phase 2, a strategy for pedestrian and cycle access to the school including consideration of the existing access gate on the northern boundary from On Tree Hill Recreation Ground shall be submitted to and approved in writing by the Local Planning Authority. The approved access strategy shall be implemented in full once the school is occupied and maintained for the lifetime of the development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To provide adequate access for pedestrians and cyclists.

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

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

- 20 Prior to occupation of the new school, 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

- 21 Prior to occupation of the new school, further details of layout and external appearance of the refuse storage facilities shall be submitted to and approved in writing by the local planning authority. The works shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

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

- 22 Prior to occupation of the new school, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. This shall include the management of staff car parking and community access outside of school hours. The car park management plan shall be implemented in accordance with the approved details.

Reason: In the interest of highway safety.

- 23 Prior to occupation of the new school, a servicing and delivery plan shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details.

Reason: In the interest of highway safety and the amenities of neighbouring occupiers.

- 24 Prior to occupation of the new school, further details of 1 space that will be provided with electric vehicle charging point and details of additional ducting to allow for four future charging points shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with the approved details and permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: To secure sustainable modes of transport.

- 25 Prior to occupation of the new school, a scheme for the mitigation measures required to ensure that the air quality within the classroom is below the National Air Quality Objectives, shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall thereafter be implemented in full.

Reason: To ensure that the air quality within classrooms is not detrimental to health.

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

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

INFORMATIVES

- 1 The applicant is advised to contact London Underground Infrastructure Protection (locationenquiries@tube.tfl.gov.uk) in advance of preparation of final design and associated method statements, in particular with regard to: demolition; drainage; excavation; construction methods; security, boundary treatments; safety barriers landscaping and lighting.
- 2 The quality of imported soil must be verified by means of in-situ soil sampling and analysis. The Council does not accept soil quality certificates from the soil supplier as proof of soil

quality.

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337