

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 May, 2016
05
16/0223

SITE INFORMATION

RECEIVED: 11 January, 2016

WARD: Wembley Central

PLANNING AREA: Brent Connects Wembley

LOCATION: Elsley Primary School, Tokyngton Avenue, Wembley, HA9 6HT

PROPOSAL: Proposed expansion of primary school from 2FE to 4FE with associated works including:

1. Demolition of former caretaker's bungalow, removal of disused swimming pool and lean-to changing rooms.
2. Construction of new 2 storey classroom block providing 16 classrooms and associated spaces, new single storey building providing nursery classrooms and a new courtyard infill extension providing studio/dining space, and external works.
3. Internal alterations and remodelling to main school building converting existing classrooms into new staff areas, new nursery areas and improved classrooms.
4. New canopies
5. Provision of temporary classrooms for the duration of the works
6. Related landscaping works including new playgrounds, creation of a habitat area, increased cycle and scooter parking, remodelling of existing site entrances, new site boundary fences and new pedestrian access gate
7. New multi-use games area (MUGA) in western part of the site with 3.2m high perimeter fencing

APPLICANT: London Borough of Brent

CONTACT: Curl la Tourelle Architects

PLAN NO'S: Refer to Condition 2

**LINK TO
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THIS
APPLICATION**

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SITE MAP



Planning Committee Map

Site address: Elsley Primary School, Tokyngton Avenue, Wembley, HA9 6HT

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This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS



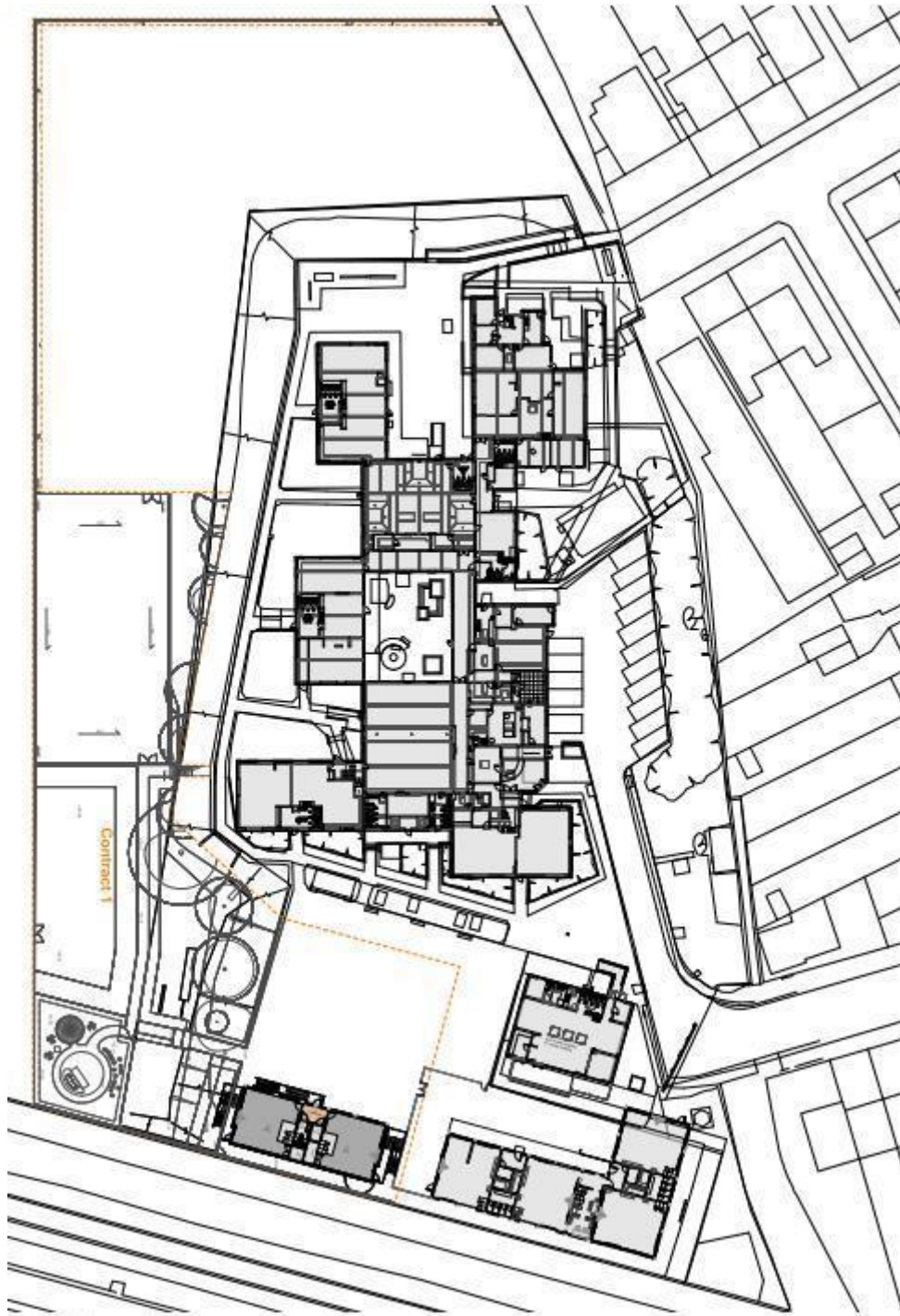
Proposed Site Plan



Proposed Ground Floor Plan



Proposed First Floor Plan



Proposed Site Plan including temporary classrooms



1 North Elevation
1:100 @ A1



2 East Elevation
1:100 @ A1

Proposed North and East Elevations



3 South Elevation
1:100 @ A1



4 West Elevation
1:100 @ A1

Proposed South and West Elevation

RECOMMENDATIONS

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

A) PROPOSAL

Proposed expansion of primary school from 2FE to 4FE with associated works including:

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2. Construction of new 2 storey classroom block providing 16 classrooms and associated spaces, new single storey building providing nursery classrooms and a new courtyard infill extension providing studio/dining space, and external works.
3. Internal alterations and remodelling to main school building converting existing classrooms into new staff areas, new nursery areas and improved classrooms.
4. New canopies
5. Provision of temporary classrooms for the duration of the works
6. Related landscaping works including new playgrounds, creation of a habitat area, increased cycle and scooter parking, remodelling of existing site entrances, new site boundary fences and new pedestrian access gate
7. New multi-use games area (MUGA) in western part of the site with 3.2m high perimeter fencing

B) EXISTING

This application relates to Elsley Primary School. It is a community school. The school currently operates as a two-form entry (2FE) (60 pupils per year, 420 across 7 year groups) with a bulge class of 60 additional pupils in Reception Year. It also has a nursery with an intake of 60 children per year (2 part time sessions of 30 children).

To the east of the site are residential properties on Tokyngton Avenue, Gaddesden Avenue and Berkhamsted Avenue. There is also a scout hut on Berkhamsted Avenue. To the north and west are playing fields of Ark Elvin Academy. To the south the school abuts Public Right of Way (PROW) No. 87. On the other side of the PROW is the Wembley Brook and the railway line and depot.

The main school access to the school which includes both vehicular and pedestrian access is from Tokyngton Avenue. There is an alternative pedestrian access to the school from Berkhamsted Avenue.

Whilst the school sits on a relatively flat site, there are level changes along the northern boundary which slopes up steeply to the playing fields. There is also a significant level changes from the pedestrian access from Berkhamsted Avenue down to the main site, which is accessed via a ramp and stairs.

The southern end of the site is located within Flood Zone 2 and 3. The site lies within a Wildlife Corridor. To the south along the railway track is the Harlesden to Wembley Central including Wembley Brook Site of Borough (Grade I) Importance for Nature Conservation.

D) SUMMARY OF KEY ISSUES

Land Use and Nature of Application: This application seeks full planning permission for the expansion of Elsley Primary Primary School from 2FE to 4 FE. The works include a two storey extension, and alterations to the existing school hall and classroom at ground level. This is an existing school site and the principle is considered acceptable.

Impact on neighbouring amenity: The new school buildings, 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 number of 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', the proposal can be supported.

Transportation matters: The application includes 14 standard size car parking spaces plus two disabled bays, with two EVCP to be secured by condition. 40 cycle spaces are proposed. A Service and Delivery Plan is to be secured by condition. The scheme can be supported on highway grounds through the promoting of sustainable modes of transport including an increase in targets relating to walking and cycling, and this will be secured through the travel plan. The scheme will secure highway improvement works including speed reducing features (road humps or speed cushions) in Berkhamsted Avenue and Tokyngton Avenue (west of Tring Avenue), raised junction tables/entry treatments at either end of Gaddesden Avenue to assist children to cross this road safely, provision of a widened footway/landscaped area alongside the Tokyngton Avenue entrance to the school (where the public footpath/cyclepath meets the road) and a review of waiting restrictions and traffic management arrangements in the area in general.

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	2297.3		112.6	2021.9	

Monitoring Residential Breakdown

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

15/3610: Non material amendments as follows:

- * provision of 2no external entrance canopies
- * provision of new GRP (Glass Reinforced Polyester) enclosure to contain new temporary power supplier
- * provision of refuge spaces (to external surfaces of emergency fire exit) to Building Control Inspector Requirements

of full planning permission reference 15/1931 dated 26/05/2015

Granted, 11/09/2015.

15/1931: Full Planning Permission sought for proposed installation of two single storey temporary classroom blocks for reception classes, located on existing area of hardstanding at the southern end of the school site - Granted, 26/06/2015.

09/2616: Full Planning Permission sought for erection of single-storey extension to front entrance of primary school and erection of mesh boundary fence and intercom-controlled gate with associated landscaping to site - Granted, 16/02/2010.

LE9342176: Full Planning Permission sought for removal of temporary classroom hut and erection of 40 place nursery classroom unit for primary school - Granted, 28/08/1975.

LE41446639: Full Planning Permission sought for erection of portable swimming pool - Granted, 06/11/1973.

C1343 8405: Full Planning Permission sought for erection of 2 form entry JMI School - Granted, 20/03/1970.

CONSULTATIONS

Public Consultation: 17/02/2016 - 09/03/2016

External and Internal consultation: 16/02/2016 - 08/03/2016

Press Notice: 18/02/2016 - 10/03/2016

Site Notice 01/03/2016 - 22/03/2016

Public Consultation

246 neighbours consulted - One letter received objecting to the proposal and one petition (with 47 signatures) received objecting to the proposal on the following grounds:

- Existing parking problems on the local streets and the expansion of the school will make parking problems worse
- During school drop off and pick up cars park over or near driveway or on the pavement. This has made it difficult for residents to access their driveways. No parking enforcement action has been taken.
- Character of the road at the end towards the school was once quiet.
- Construction traffic should not access local roads. Residents should not have additional disturbance.

External consultation

Wembley Central Ward Councillors and Tokynton Ward Councillors - no comments received.

Sport England - Confirmed that they do not wish to raise any objections.

Transport of London - No objections raised subject to a number of measures being secured through

conditions.

The Environment Agency - Confirmed that they do not wish to raise any objections.

Network Rail - Requested a risk assessment and method statement of works to be conditioned if any vibro impact works/piling is proposed.

Thames Water Utilities Ltd (Development Planning) - Advised that they do not have any objections with regard to sewerage infrastructure capacity. Recommended standard conditions for surface water drainage and public sewers.

Internal consultation

Transportation Unit - Confirmed that they wish to raise no objections subject to:

- (i) Provision of funding to implement a traffic calming scheme in the local area to include provision of speed reducing features in Tokyngton Abvenue and Berkhamsted Avenue, raised speed tables at either end of Gaddesden Avenue, an extended footway alongside the Tokyngton Avenue entrance to the school and a review of waiting restrictions and traffic management measures in the vicinity of the school; and
- (ii) Submission and approval of a School Travel Plan for the school;

Local Lead Flood Authority - No objections raised subject to rainwater butts to the canopy rainwater pipes to collect water for irrigation to be conditioned

Landscape and Design Team - No objections raised, subject to Tree Protection Measures being conditioned.

Environmental Health

Environment and Neighbourhood Services (Sustainability) - Confirmed that the development reaches the 40% requirement on Part L 2010.

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

CP18: Protection and Enhancement of Open Space, Sports and Biodiversity

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
EP12: Flood Prevention
CF8: School Extensions
OS12: Development on SSSIs and Sites of Metropolitan, and Borough (Grade I) Nature Conservation Importance
OS14: Wildlife Corridors
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

Draft Development Management Policies - Publication Version September 2015

DMP12: Parking
DMP13: Movement of Goods and Materials

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

Existing site

1. The site boundaries between Elsley Primary School and Ark Elvin Academy have recently changed. In 2015, under a Section 77 class consent, Brent Council transferred a portion of the playing field land to Elsley Primary School to ensure that the site could accommodate the required new building and provide adequate playing fields. There is currently Heras fencing on site to divide the land.
2. The existing school buildings within the site are predominantly single storey with a two storey wing next to the southern Key Stage 2 Playground. The existing building are predominantly clad in brick with a flat roof design. The existing design is based on 7 large classrooms, each sized to accommodate two classes, arranged around two central hall spaces that face a courtyard. Many of the existing classrooms are of poor configuration that do not lend themselves to current teaching methods. The primary circulation routes through the school all pass through the hall spaces, which has implications on timetabling and the ability to make the most of these spaces.
3. The school has a detached single storey nursery building located to the south of the main school building. It has its own secure area within the site, accessed from the main entrance.
4. There is a single storey former caretakers bungalow at the north-east end of the site, attached to the main building. This has not been occupied as a residential unit since 2008. It is now used by the school as an ancillary area, used for the delivery of support and engagement services to parents.
5. There are also four recently installed temporary classrooms within the playground to the south of the main school building. These are used as bulge classes for 60 Reception Places - see planning history above. These classrooms will be removed in the event that planning permission is granted for the school expansion and once the expansion works are completed.
6. The school has also recently installed a new on site kitchen, designed to enable the increase in provision that would be required by the expansion.

7. The school currently operates as a two form entry school (60 pupils per year, 420 across the seven year groups) with the 'bulge' classrooms in reception year approved as part of planning consent 15/1931. The nursery intakes 60 children a year (part time places am and pm).
8. A table showing the current school pupil numbers based on year group is set out below:

Year Group	Number of pupils
Reception	113
Year 1	58
Year 2	60
Year 3	59
Year 4	57
Year 5	60
Year 6	60
Total	467

* In addition to the above there are 54 pupils in the nursery.

The need for additional primary school places

9. In recent years Brent has seen an unprecedented increase in the demand for primary school places. The primary pupil population (Reception to Year 6) has grown from 23,488 in May 2008 to 26,028 in May 2015, an increase of 10.81%.
10. The Council has a duty to provide a "reasonable offer" of a school place to all children. For primary schools, "reasonable offer" is one within 2 miles of home.
11. The "School Place Planning Strategy 2014-18" was approved by Cabinet in October 2014. This advised that the most recent predictions provided to Brent Council by the GLA had indicated a substantial reduction in births across London, with a subsequent decrease in demand for Reception places. This has been confirmed by the 2015 projections. The Council is however aware that more recent data indicates that birth rates are rising again and it is therefore expected that the GLA projections to be revised upwards in 2016.
12. Demand for Reception places is currently projected to reduce from September 2016, leading to a projected surplus of Reception capacity across the borough. However, the Council expects that demand for admissions in year groups other than Reception will continue to grow.
13. Whilst the GLA projections are a good indicator of place need, they remain a statistical model which should be seen as a valuable tool rather than a definitive position. Demand for school places can be highly localised as parents seek entry to popular schools but refuse places at others. Fluctuations in birth rates can also quickly lead to projections being revised. In addition, the Council is projecting significant growth, particularly with developments coming forward within the Growth Areas.
14. In recent years the Council has been forced to provide temporary and bulge classes to meet a sudden increase in demand for primary school places. The Council wishes to reduce its reliance on such temporary provision, as it is neither educationally desirable or cost effective. In recognition of this, together with the anticipated changes to projections outlined above and the growth in primary cohort size from Reception to Year 6, Cabinet recommended in October 2014, that Brent should aim to maintain a 5% surplus in Reception places.
15. In August 2015, the Council's Cabinet Committee approved the permanent expansion of Elsley Primary School by two forms of entry.
16. In November 2015, Cabinet approved an update to the "School Place Planning Strategy 2014-18". This resolved to approve the need to continue with all current planned school expansions. This was on the basis of a continued growth in demand for places in primary years outside of Reception and the recent changes in birth rates meant that future projections were are likely to be revised upwards.

Why there is a need to expand Elsley Primary School

17. The Brent School Place Planning Strategy has criteria only to expand Good and Outstanding rated

schools based on OFSTED classification (Office of Standards in Education). Elsley Primary School was classified as Good by OFSTED in January 2012.

18. Attainment of Level 4 in reading, writing and mathematics at the end of Key Stage 2 for Elsley Primary School was 92% in 2014 which was well above the national average of 79%, and the proportion of pupils making the expected two levels of progress in reading and writing by the end of Key Stage 2 was 2% points above the national average on reading, equal to the national average in writing and 5% points above the national average in mathematics.
19. The proposals comply with the Government's guidance on school expansions and their current agenda for raising standards, innovation and transforming education. The internal accommodation and external play areas in the proposed expansion meet the area and design guidance standards detailed in Building Bulletin 103 (the document which sets out the government's current area guidelines for primary schools).
20. For school planning purposes the borough is split into 5 different regions (planning areas) so that local demand can be calculated. Elsley Primary School and 11 other Brent schools providing primary provision fall into Planning Area 3. This area covers the wards of Alperton, Wembley Central, Tokyngton and parts of Preston, Barn Hill and Stonebridge wards. Whilst latest projections as set out in the update to the "School Place Planning Strategy 2014-18" indicates a decrease in projected demand for Reception places, this does not apply to all parts of the Borough. It is anticipated that there will be a continued deficit of Reception places in the north of the borough including Planning Area 1 and Planning Area 3.
21. If the proposal to expand is approved the increase in the number of permanent places at the school will be gradual until the maximum of 840 (an increase of 360 pupils) is reached in September 2021. The nursery will continue to operate with 60 places.
22. A table setting out the increase in pupil numbers (Reception to Year 6) over this period is set out below:

Date	Reception	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Sep – 16	120	60	60	60	60	60	60	480
Sep - 17	120	120	60	60	60	60	60	540
Sep - 18	120	120	120	60	60	60	60	600
Sep - 19	120	120	120	120	60	60	60	660
Sep - 20	120	120	120	120	120	60	60	720
Sep - 21	120	120	120	120	120	120	60	780
Sep - 22	120	120	120	120	120	120	120	840

Catchment area of Elsley Primary School

23. School placements are based on school catchment areas, defined in a map. Each school has a set of roads which gives the children residing in them priority to that school. The actual catchment area can expand and shrink according to the number of children who apply for a place. If the school is very popular, depending on the criteria priority list, the children living closer to the school stand a better chance of getting a place than those far away. If the school is unpopular or has a specialism (e.g. a faith school) children living outside the official catchment area may stand a good chance of receiving a place. The School's Place Planning Team have advised that the map will not change once Elsley is expanded although the demand most likely will.
24. The boundaries for the catchment map for Elsley Primary School comprises the southern side of Wembely High Road from London Road to Wembley Triangle, and the both sides of Harrow Road including the residential roads on either side from Wembley Triangle to North Circular Road.
25. The current catchment of pupils to Elsley Primary School based on data from the January 2016 Brent School Census includes 286 pupils from within the catchment and 235 from outside the catchment. This includes all year groups from nursery to Year 6. This is broken down within the following table:

In/Out Catchment	LA/Borough	Pupils	
Inside	Brent	286	55%
	Inside Total	286	55%
Outside	Brent	229	44%

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	Brent LA	229	44%
	Westminster	2	0.4%
	Enfield	1	0.2%
	Ealing	1	0.2%
	Neighbour LAs	4	0.88%
	Spelthorne	1	0.2%
	Luton	1	0.2%
	Outside Total	2	0.4%
Total Pupils		521	

26. The School Place Planning Team have advised that they do not expect that new school places will only be taken up by pupils living in the catchment area. The catchment is purely a mechanism for prioritising applications. The Council plans school places on planning areas. There are five planning areas and Elsley Primary School is in Planning Area 3. The Council would anticipate that places at Elsley would assist with meeting demand in Planning Area 3. The Council endeavours to offer a school place within two miles of a child aged 5 – 8s home and for a child over 8 a place within 3 miles of a child's home. This is considered a reasonable distance by the Department for Education.

Proposal

27. In light of the above identified need for additional school places this proposal is seeking to provide additional permanent building on the site to accommodate two extra forms of entry to increase the school from a two form entry to a four form entry, together with additional teaching support and non-teaching areas to meet the increased size of the school. The proposals include:

Extensions

- A new two storey classroom block and teaching wing to the north of the site to provide 14 new classrooms along with other teaching and support spaces.
- An infill extension of the central courtyard.
- Single room extension, along with remodelling of current staff room, to accommodate the Nursery adjacent to Reception classrooms for a "Suited Foundation Stage" area.,
- New canopies on the west facade of halls.

Existing areas

- Remodelling of existing areas to include:
 - new staff areas
 - improved classroom arrangement and grouping
 - remodelled hall space

Landscape works

- Improved landscaping including:
 - new Nursery and KS1 playgrounds
 - a new MUGA
 - Increased secure cycle and shooter parking
 - Remodelled entrance at Berkhamsted Avenue
 - New boundary fences
 - New pedestrian access gate from the Public Right of Way next to Wembley Brook

Phasing of the works

28. The works are proposed to be carried out in two phases. Phase 1 will comprise providing temporary accommodation for four Year 1 classrooms. It will also include the installation of the new boundary fence and provision of the new MUGA and related external works.
29. Once Phase 1 is complete, Phase 2 will commence and will involve demolition the former caretaker's bungalow and disused swimming pool, together with the construction of the new 2 storey teaching block, new extensions, remodelling of existing spaces and remaining new external works.

30. The temporary classrooms that form part of this application together with those already provided on site will be removed on completion of phase 2 works.

Design of new building/extensions

31. The new classroom is to be two storeys in height and located to the north of the main school building. It is located within a raised grassed area of the site which will be levelled as part of this proposal. The new block will accommodate 14 classrooms with associated learning facilities for teaching accommodation for the younger years (Nursery, Reception, Years 1 and 2 at ground floor) and Years 5 and 6 on the first floor. A canopy will link the new build to the existing building.
32. The new classroom block will be clad in a buff brick. Large panels of brick within the facades have a slight recess from the main plain of the facades to bring pattern and interest to the mass of the building, and to reference the vertical panels of brick and cladding in the main school building.
33. A single storey extension is proposed off the infants hall to serve as an activity room for the nursery and group room. This will allow this area to be located next to the Reception classrooms. This nursery extension is to be clad in brick to match the existing building. A new render finish is proposed to the new external face of the remodelled reception classrooms.
34. The doors and windows to the new building and extension are aluminium in a grey colour. Louvers will match this colour.
35. It is recommended that full details of external materials are conditioned to any forthcoming consent.
36. The central courtyard is to be infilled as a studio. New canopies are proposed to the halls to improve circulation throughout the school. This will allow the hall/studio spaces to have maximum availability and limit disruption. The existing halls will be separated for use for infants and juniors. The new studio space when combined with the adapted hall space, allow for lunch to take place in three sittings rather than four, thus minimising the loss of these spaces for teaching purposes.

Temporary classrooms

37. The temporary classrooms will be located within the existing playground to the south of the school site. They will accommodate four Year 1 classrooms. The temporary classrooms are two storeys in height. This has been provided to minimise the impact on the remaining playground during the construction works.
38. The temporary classrooms will be painted in a colour to match the existing temporary buildings on site. The ground floor level will be raised in response to the recommendation set out in the Flood Risk Assessment as this part of the site lies within Flood Zones 2 and 3. Wire mesh will be installed at the base, around the stilts to prevent vermin getting underneath.

Impact on neighbouring amenity

New build and extensions

39. Residential properties are located to the east of the site. This includes the rear gardens of No. 328 Tokyngton Avenue, 1 to 13 Gaddesden Avenue and 71 Berkhamsted Avenue. The new two storey building will face onto the end of the cul de sac of Berkhamsted Avenue and the flank wall of No. 71 Berkhamsted Avenue. There are no habitable flank wall windows within No. 71 Berkhamsted Avenue that face onto the school site. Furthermore, the new building will not extend beyond the rear wall of No.71 Berkhamsted Avenue into their rear garden. As such, the new build is not considered to adversely impact on the amenities of No. 71 Berkhamsted Avenue.
40. The single storey extension to accommodate the nursery accommodation is located within the site. Opposite this part of the site is the scout hut on Berkhamsted Avenue. As such, it is considered that the single storey nursery extension will not adversely impact on the amenities of the neighbouring occupiers.

Temporary classrooms

41. The temporary classrooms are located at the southern end of the site within the playground. They are close to the boundary with the PROW but do not adjoin residential properties. The existing temporary

classrooms separate the new temporary classrooms from the residential property at No. 328 Tokyngton Avenue. As such, they are not considered to adversely impact on the amenities of neighbouring residential occupiers.

Multi Use Games Area (MUGA)

42. The MUGA is located to the west of the main school building next to the playing fields. It will not be visible from residential properties on Tokyngton Avenue or Gaddesden Avenue. The applicant has confirmed that it will not be flood lit. As such the MUGA is not considered to adversely impact on the amenities of neighbouring occupiers. Noise considerations of the MUGA are discussed below.

Community Access

43. London Plan Policy 3.16 requires that, wherever possible, the multiple use of social infrastructure should be encouraged.

44. The school has advised that currently, its current hall is let out for two hours a week (5pm to 7pm) to Brent Music Service on Tuesday evenings in term time. The school field is also let out for two hours a week on Sunday morning to a company for football coaching.

45. The school have confirmed that they do have an interest in reaching out to the community, but at this stage they do not have details on the level of community access that is proposed.

46. 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. These hours are comparable with Alperton Community School which does not have flood lit sport pitches.

Impact on Playing Fields

47. Paragraph 74 of the NPPF has a presumption of protecting playing fields. Development which would lead to the loss of, or would prejudice the use of, all or part of a playing field, is resisted unless it meets one of five exceptions set out by Sport England.

48. The new build is to be built on land that was once in use as playing fields for Ark Elvin Academy. However, as discussed above, this parcel of land has been transferred to Elsley Primary School under a Section 77 class consent by Brent Council. This was required to ensure that the site could accommodate the required new building and provide adequate playing fields.

49. When considering the planning application at Ark Elvin Academy (LPA Ref: 15/3161), this area of land was shown as part of Elsley Primary School and not as playing field land for use by Ark Elvin Academy. As such, it was not counted as playing fields for use by Ark Elvin during the assessment of the Ark Elvin Academy planning application.

50. Sport England has considered the application in light of the National Planning Policy Framework (particularly Para 74) and Sport England's Playing Fields Policy. Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of, all/part of a playing field, unless one or more of the five exceptions stated in its policy apply.

51. Having assessed the application, Sport England is satisfied that the proposed development meets the following Sport England Policy exception:

E3 - The proposed development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting/ancillary facility on the site.

52. This is because the area of playing field where development proposed has effectively already been lost through the division of the existing playing field through planning application 15/3161. This has left an

area of playing field surrounding the primary school that is not capable of accommodating pitches/a range of pitches.

53. This being the case, Sport England have confirmed that they does not wish to raise an objection to this application.
54. The school has an arrangement with Ark Elvin Academy to use the playing fields. Details of the times that Elsley Primary School has access to the playing fields has been conditioned as part of the planning consent for Ark Elvin (LPA Ref: 15/3161).

Sustainability

55. 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

56. 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.
57. The scheme falls 1.45 credits short of achieving 'Excellent'. On balance, whilst the scheme fails to comply with policy CP19, this harm is outweighed by the benefits of providing a school expansion with modern facilities and additional pupil places in the 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.
58. It is recommended that BREEAM 'Very Good' is secured as a condition.

Compliance with Further Alterations to the London Plan 2015

59. 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.
60. In summary, the proposal meets the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations. The Energy Report shows this as a 40% improvement on Part L 2010 Building Regulations, which is comparable to a 35 % reduction from the 2013 regulations, and therefore meets policy requirements.
 - Lean measures
61. The building has been designed to have a low energy demand. This includes a number of passive design measures in relation to the orientation and form of the new building to minimise uncontrolled heating and cooling, and optimise daylight use. The active design measures will be utilised to improve energy efficiency of Heating Ventilation and Air Conditioning systems, domestic hot water systems, lighting, appliances and equipment of the school building and reduce the energy use during its lifetime.
62. The lean measures will produce a carbon reduction saving of 38.7%.
 - Clean measures
63. District heating or the use of a combined heat and power plant has been discounted for the site due to there being no existing heating and/or cooling networks in proximity to the site, and CHP is not considered suitable for a school building.
 - Green measures

- The scheme is proposes PV panels on the roof of the new school extension. This will achieve an additional carbon reduction saving of 1.31%.

64. It is recommended that a minimum 40% improvement on Part L 2010 Building Regulations (or 35 % below 2013 Building Regulations, which is equivalent to this) carbon is secured as a condition.

Ecology

65. The site is located within a wildlife corridor and the railway to the south is designated as a Site of Importance for Nature Conservation (Grade I). An ecology assessment has therefore been submitted. This recommends that the following measures are incorporated.

Habitat Loss and Enhancement

66. A biodiversity enhancement plan to be incorporated into the landscape scheme to maximise the ecological value of the site. This should include planting of habitat that is of value to wildlife, nesting/roosting habitat for birds and bats, and planting of new 20 trees of an appropriate species to compensate for the loss of trees within the site to facilitate development, together with new shrub planting.

Trees

67. It is recommended that trees that are not be removed as part of this proposal are protected in accordance with BS537:2012. It goes on to recommend that if the two oak trees along the eastern site boundary are to be impacted (removed/pruned) during the works, then a bat survey should be undertaken prior to such works commencing.

Foraging Bats

- It is recommended that any lighting, whether temporary or permanent, is directed away from boundary features to maintain 'dark' areas/corridors suitable for use by foraging and commuting bats.

Nesting Birds

68. It is recommended that vegetation clearance is undertaken outside of the bird nesting season.

Terrestrial Mammals including Badgers and Hedgehogs

69. It is recommended that any excavations that need to be left overnight are covered over or fitted with mammal ramps to ensure that animals that enter can safely escape.

Invasive plant species

70. It is recommended that Buddleia davidii on site is either left in situ or removed sensitively to avoid the spread of this invasive species.

71. It is recommended that the above measures are conditioned as part of any forthcoming consent.

Trees and External Landscaping

72. The application proposes the loss of around 19 trees within the school site. These are category C and U trees mainly located around the northern end of the site. The oak trees as referred to above, will be retained. The Council's Tree Officer has confirmed that they do not object to the removal of the trees specified within the application and welcome the inclusion of replacement planting of native tree species specifically on boundaries. They have recommended that a detailed tree protection plan and arboricultural method statement is conditioned to any forthcoming consent.

73. Existing landscaping and trees will be retained along the site boundaries, together with the introduction of 20 new trees. New amenity grassland, shrubs and groundcover plants, and habitat learning area is proposed.

74. The playgrounds for the various age groups are to be separated within the site. The playgrounds for the

Reception Year classrooms classrooms are to be located to the north of the new building. Year 2 playground will be to the south of the new building. A separate playground will be provided for the nursery next to the single storey extension. The existing playground to the south will be retained for the older years (Years 3 to 6).

75. New boundary treatments are proposed within the site include new perimeter fencing around the area of land transfer from Ark Elvin to Elsley Primary School. The pupil entrance from Berkhamsted Avenue is to be remodelled and enhanced to allow a better area for pick up and drop off. A new pathway is also provided to segregate pedestrian access from the car park.
76. It is recommended that full details of hard and soft landscaping and boundary treatments are conditioned to any forthcoming consent. This should include natives species to take on board the recommendations set out in the ecology report.

External Lighting

77. The Multi Use Games Area within the school is not going to be flood lit. There will be general lighting within the school grounds attached to the buildings and within the site. It is recommended that a condition is secured requiring details of existing and proposed lighting, together with light spillage diagrams to direct light away from the site boundaries. This should also include details of any automatic timers or sensors.

Flood Risk

78. As the site lies partly within Flood Zones 2 and 3, a Flood Risk Assessment has been carried out. This has included the sequential approach as the flood risk classification varies on site. More vulnerable parts of the development (the new permanent school buildings) are located outside the highest risk Flood Zone (2 and 3), where this will remain as the hard playground once the temporary classroom structures have been removed. All new permanent buildings will be constructed within the lowest risk Flood Zone (1) where the risk is "low".
79. As the temporary classrooms are within Flood Zone 2 and 3, consideration has been given to risk of flooding in the 100 years flood event. This recommends that the Finished Floor Level (FFL) is raised above 30.66 AOD to ensure that the development is not at risk of flooding in the 100 year plus climate change flood event. In response the temporary classrooms have been elevated using stilts/posts to allow water to flow underneath without causing a barrier. In terms of safe access, pupils and staff will be able to leave the temporary building from its main entrance (in the event that the site is flooded) as the site topographical survey confirms that the area north of the proposed temporary classrooms is outside the floodplain. As the temporary classrooms are located on the existing hard play ground there is no increase of impermeable area.

Consideration of run-off

80. The proposal will result in an increase in impermeable areas due to the new building footprints and external hard landscaping (approx. 0.23 hectares). In accordance with Environment Agency guidelines, Building Regulations and Water Authorities advice, the preferred means of surface water drainage for any new development is into a suitable soakaway or infiltration drainage system. The use of Sustainable Drainage Systems (SUDS) have not been considered for this scheme as the ground investigation report confirms that the ground strata are not suitable for infiltration techniques.
81. The London Plan requires new developments to aim to reduce run-off to Greenfield rates. The existing buildings and external areas which drain to the river via an existing outfall will be maintained, and the new development area will be attenuated. The Greenfield run-off rate from the proposed buildings and hard standing areas has been calculated. This requires a volume of 145 cubic metres to be attenuated to 5 l/sec for the 1 in 100 year plus 30% (climate change) storm event. This has been provided.
82. The Local Lead Flood Authority has confirmed that they do not have any objections to the proposal. In accordance with their recommendations, the scheme will be providing rainwater butts to the canopy rainwater pipes to collect water for irrigation. This will be conditioned to any forthcoming consent.
83. The Environment Agency have also reviewed the Flood Risk Assessment and confirmed that they do not wish to object to the scheme.

Connections to existing foul water drains

84. It is common practice for the detailed discussions with Thames Water to commence once planning permission has been granted as separate permission is required for new connections to the surface water and foul sewer networks. As such, the proposed scheme will only be constructed once Thames Water is comfortable that there is sufficient capacity within the networks to accommodate the proposed scheme. It is recommended that such details are included as informatives to any forthcoming consent, in light of the comments received by Thames Water. Thames Water have advised that they do not have any objections to this planning application.

Highways

Site Context

85. The site has very fairly low access to Public Transport services, PTAL 2.
86. The site is located at the end of Tokyngton Avenue (end of the cul de sac). The access from Tokyngton Avenue is served by vehicular and pedestrian access. There is a secondary pedestrian access entrance from Berkhamsted Avenue.
87. Tokyngton Avenue and Berkhamsted Avenue are local residential access roads. Gaddesden Avenue links Berkhamsted Avenue and Tokyngton Avenue. On-street parking is generally unrestricted with the exception of residents' permit scheme on Wembley Stadium event days. The area of defined as heavily parked at night. There are mandatory School Keep Clear zig-zags at both accesses.

Car Parking standards

88. The car park to the school is accessed from Tokyngton Avenue. The access arrangements will not be altered as part of this proposal. Car parking allowances for schools are set out in standard PS12 of the adopted UDP 2004. This allows up to one space per five staff, plus 20% for visitors.
89. Employee numbers currently total 47 full-time and 40 part-time staff (72 f.t.e.) and this is proposed to increase to 100 full-time and 65 part-time staff (130 f.t.e.). On this basis, the car parking allowance would increase from 17 spaces to 31 spaces with this proposal.
90. Fourteen standard width spaces are already available within the site, which is within the maximum allowance. No additional parking is proposed for the school extension. Officers in Transportation have advised that standards would continue to be complied with.
91. Two further wide spaces are available for disabled drivers, which more than satisfies the requirements of standard PS15.
92. Officers in Transportation have requested that electric vehicle charging points should also be installed at four of the spaces.

Cycling

93. Standard PS16 requires at least one bicycle parking space per ten staff, giving a requirement for at least 13 spaces for the extended school. Three new bicycle parking areas are proposed, on the northern side of the site access from Tokyngton Avenue, adjacent to the Berkhamsted Avenue access and alongside a proposed new pedestrian gate from the public footpath adjoining the site. These will also accommodate scooter storage. These provide a total of 40 spaces. Officers in Transportation have advised that this is more than sufficient to satisfy these standards. Full details of cycle parking and recommended to be conditioned to any forthcoming consent.

Pedestrian access

94. Pedestrian access is proposed to be improved through a new access gate from the footpath/cyclepath along the southern side of the school. Officers in Transportation have advised that this is very much welcomed as a means of reducing walking/cycling distances to the site from the direction of Wembley town centre and the Lyon Park Avenue estate.

95. A new pedestrian scissor-ramp in asphalt at the Berkhamsted Avenue entrance to the school is also proposed. Once again officers in Transportation have advised that this is also welcomed as a means of improving wheelchair and pushchair access in this location. The width of the ramp complies with DDA standards, although the proposed gradient has not been specified. Full details will be conditioned to any forthcoming consent.

Impact on on street parking

96. Standard PS12 also requires special consideration to be given to the impact of parking outside schools for setting down and picking up of children at the start and finish of the day.

97. To help to quantify impact, a Transport Assessment has been prepared by Robert West Consultants and submitted with the application.

98. This includes the results of hands-up surveys to identify existing travel patterns to the school by staff and pupils undertaken in November and December 2015. The results of these surveys show about 28.5% of pupils being brought to the site by car and 12.5% using public transport, leaving 59% walking or cycling to the school. This equates to about 160 pupils being dropped at the site by car at present.

99. The results demonstrate a slight improvement on the most recent School Travel Plan survey from July 2015, which showed 32% of pupils being taken to and from the school by car. That Travel Plan was accredited with a BRONZE award under TfL's STARS accreditation system.

100. For staff, 65% were identified as travelling by car, with a further 15% being dropped by car. The remaining 20% walk to the site. This equates to 42 cars parking for the school during the day (giving an overspill of about 26 cars on local streets), with a further ten vehicles visiting the area to drop staff off.

101. The Transport Assessment has assessed the spare on-street parking capacity for the area. This identified 212 unrestricted on-street parking bays in Berkhamsted Avenue, Gaddesden Avenue, Nettleden Avenue, Northchurch Road, Tokyngton Avenue and Tring Avenue.

102. Parking surveys were also conducted in London Road and Cecil Avenue, although these streets are subject to residents' parking permit restrictions, so are not available for use by school parents unless they already have permits for Zone C.

103. As such, the study identified a total of between 294 and 308 parking spaces in the area, with total on-street demand peaking at 221 cars in the morning (9-9.15am) and 233 cars in the afternoon (3-3.15pm). This indicates that there is some spare on-street parking capacity (at least 73 spaces) available in the wider area at school opening and closing times at present.

104. However, a closer study of the results show very high parking demand close to the school entrances. Gaddesden Avenue in particular experiences parking demand well in excess of its capacity, with up to 23 cars parked in the street.

105. Officers in Transportation have carried out a site visit during school drop off time and confirmed that this was observed on site to manifest itself in parking along both sides of the narrow road, which obstructs access by larger vehicles (a minibus was observed as unable to pass along the street without getting a parked car to move), prevents cars travelling in either direction from passing one another leading to reversing back along the length of the road and results in footway parking preventing access by pushchairs.

106. Parking on double yellow lines at the junction of Tokyngton Avenue and Gaddesden Avenue and across driveways in Tokyngton Avenue and Berkhamsted Avenue was also commonplace, along with U-turning of cars in front of the school gates in Tokyngton Avenue.

107. As such, in common with many primary schools, whilst there is spare on-street parking capacity in the wider area, the streets closest to the school suffer from extensive traffic congestion and parking problems at school opening and closing times.

108. With the virtual doubling in size of the school from 2 form-entry (520 pupils at present including the bulge year) to 4 form-entry (840 pupils), these problems can be expected to escalate, with a pro-rata increase suggesting that about 250 pupils would be dropped and collected by car, whilst 67 staff cars would seek to park in the area. A future parking demand assessment undertaken within the Transport Assessment

concludes that unless suitable mitigation measures are employed, all spare on-street parking capacity in the wider area would be utilised at afternoon school closing time (3-3.15pm).

109. The main mitigation measure to address the concerns regarding on -street parking capacity is proposed within an enhanced robust school travel plan. Further details are discussed below.

Impact on the wider road network

110. Aside from the above need to address parking and safety issues, the impact of the school expansion on traffic flow in the area has been assessed within the Transport Assessment. To ensure a worst case scenario is considered, it has been assumed that the enhanced School Travel Plan will not achieve any reduction in the proportion of car trips to the site. The resultant additional traffic has then been added to the local road network and the future operation of the three closest junctions to the site onto Harrow Road (at Berkhamsted Avenue, Tring Avenue and Flamstead Avenue) has then been tested using industry-standard software.

111. This exercise demonstrates that all three junctions would continue to operate well within capacity at school opening and closing times and that there would be no requirement to alter the existing priority junction arrangements.

112. The Transport Assessment also includes a review of personal injury road accidents in the area for the three year period ending June 2015. This identified two accidents within the Tokyngton Avenue estate; one of which was fatal and involved a van reversing into an elderly pedestrian.

113. A further three accidents were recorded close to the junction of Harrow Road with Berkhamsted Avenue, with three further accidents at the junction of Harrow Road and Tring Avenue. However, there was no recurring causation factor that would be likely to be exacerbated by the increase in trips to and from this school.

114. In terms of travel by other modes, Transport for London has confirmed that they have no concerns with regard to the impact on local bus and rail services.

Mitigation measures - Travel Plan

115. The chief mitigation measure proposed by the applicant is the introduction of an enhanced robust School Travel Plan, with targets to reduce the proportion of pupils being taken to and from the school by car along (i.e. not car sharing) from 25% to 16% and the proportion of staff driving to the site from 65% to 41% over five years. If successful, this would be sufficient to offset the increase in staff and pupils numbers and result in a nil impact on local streets (i.e. the total numbers of vehicles visiting the site would remain unaltered).

116. Results of Travel Plan surveys for other primary schools in the Wembley area suggest that these figures, whilst challenging, are achievable. This is aided by the fact that two-thirds of pupils live within 1km of the school and 42% of staff live within 3km of the school at present, giving plenty of scope to increase walking and cycling amongst locally based children and staff. Other example of Travel Plan figures include Oakington Manor Primary School that has seen a reduction from 31% of pupils travelling by car in 2011 to 8% in 2015. Park Lane Primary School had seen a reduction from 21% to 7% over the same period. This indicates that some significant changes are achievable.

117. No Travel Plan has been submitted at present, but an outline of recommended content has been provided in the Transport Assessment. Measures include road safety and cycle training for pupils, participation in National and local sustainable transport campaigns, promotion of car sharing, identification of more remote parking areas from where pupils could 'park and stride', promotion of breakfast and after-school clubs and staggered start/finish times to spread peak movements. These would be promoted through newsletters, noticeboards, website, letters and school assemblies. Progress towards targets would be monitored annually over a five year period.

118. Officers in Transportation have recommended that the submission and approval of a suitably robust School Travel Plan, with the aim of achieving Gold accreditation, should therefore be secured as a condition of any approval for this school expansion.

Highway improvement works

119. As a further mitigation measure, the Transport Assessment also recommends that consideration be given to introducing a formalised pedestrian (i.e. zebra) crossing in either Tokyngton Avenue or Berkhamstead Avenue. However, it is unclear at what location there is a particular demand for a safer pedestrian crossing, as both roads are cul-de-sacs that end at the school boundary.
120. To address some of the parking and safety issues observed on site, officers in Transportation have instead recommended that a more general traffic calming scheme be implemented in the area, in conjunction with 20mph speed restrictions. Although no design has been progressed at the current time, it is recommended that this includes speed reducing features (road humps or speed cushions) in Berkhamsted Avenue and Tokyngton Avenue (west of Tring Avenue), raised junction tables/entry treatments at either end of Gaddesden Avenue to assist children to cross this road safely, provision of a widened footway/landscaped area alongside the Tokyngton Avenue entrance to the school (where the public footpath/cyclepath meets the road) and a review of waiting restrictions and traffic management arrangements in the area in general.

Refuse and Service vehicles

121. Emergency, delivery and refuse vehicles will continue to use the car park and delivery and collection arrangements being timed to avoid clashing with school opening and closing times. This will be secured through a service and delivery plan as part of any forthcoming consent.

Construction Traffic

122. As discussed above, the works are proposed to be carried out in two phases. Phase 1 will involve the temporary classrooms and new boundary fence and MUGA, and phase 2 involves the main demolition and building works.
123. The agent has advised that the main construction access is intended to be via Berkhamsted Avenue. Outside of term time, there is a possibility of there being some construction access via Tokyngton Avenue, but this is likely to be primarily in the summer breaks for the installation and removal of the temporary classrooms on the playground to the south of the site.
124. It is recommended that a construction management plan is conditioned to any forthcoming consent, to cover the demolition and construction phases of the development and arrangements for children in the interim. The statement should cover how works vehicles will access the site and where they will park in order to ensure that traffic movement and parking demand does not exacerbate traffic conditions on the road, particularly during school peak drop off and pick up times. Wheel washing facilities will need to be provided on-site and suitable off-street un/loading areas will be required for vehicles carrying materials to the site and waste from the site, along with on-site storage areas.
125. Any temporary traffic management required for unloading of cranes/plant, that require partial or full road or footpath closures should contact Transportation to arrange this.

Other considerations

Noise

126. Officers in Environmental Health have considered the potential noise sources that may arise from the expanded school, including the MUGA and noise from plant/machinery. It is recommended that a condition is secured for noise from plant to be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. It is also recommended that potential noise relating to the MUGA is mitigated through controls over the hours of use, also to be secured through condition.

Construction Noise and Dust

127. The proposed extension to the school will be carried out within close proximity to existing residential premises. Therefore without appropriate controls noise and dust emissions could cause disturbance to local residents and also dust emissions may adversely impact on local air quality.
128. It is therefore recommended that a condition is secured to control noise and dust through the construction management plan.

Asbestos

129. Due to the proposal including the demolition of a building built before 1985 it is recommended that an informative is secured relating to asbestos.

Contaminated Land

130. The proposed site is close to previous industrial uses e.g. railway to the south of the site. Officers in Environmental Health have considered the Site Analytical Services Ltd report submitted with the application. This report does suggest that some remediation works will be required on the site however a specific remediation strategy has not been provided. Such details are recommended to be secured as a condition to any forthcoming consent.

Air Quality

The school is located in an Air Quality Management Area and the potential impact of the proposal on local air quality from potential sources such as additional traffic and the proposed heating system has therefore been considered. The Council's Environmental Health officers have considered the submission, and note that the transport assessment specifies that with the implementation of the travel plan, vehicle movements to and from the site will reduce. This has been shown to work in other similar school expansions in Brent. Therefore, providing the travel plan is implemented, officers do not consider the proposal likely impact on local air quality in relation to vehicle movements. Details of the proposed potential heating system for the school have not been finalised. As such, a condition is recommended regarding the air quality implications of the heating system.

Consultation

Pre-application consultation event

131. Prior to the planning application being submitted, public consultation was carried out on the proposed expansion of Elsley Primary School. Public meetings were held at the school on 14 January 2015 at 3.30pm and 6pm. The closing date for responses to this consultation ended on 9 February 2015

132. At the consultation event, representatives of the school and Local Authority were presented. There were approximately 12 parents and local residents. The main issues raised at this consultation event included parking (including staff parking), which entrance the construction will use, amount of land made available from Ark Elvin Academy, effects of immigrants on the school community, the school site/play space, bad parking by parents and traffic.

133. In terms of written responses to the above consultation there were a total of 25 responses. 19 agreed with the expansion, 5 disagreed and 1 were undecided. The objections that were received raised similar issues to that set out above.

134. A statutory notice was also published on 18 June 2015 for the expansion of the school with a timescale to submit comment by 16 July 2015. One objection and one objection petition was received. Once again the objections raised similar issues to those set out above.

Consultation on planning application

135. Details of the consultation responses is set out above. A response to each of the objections raised is set out below:

Nature of objection	Response
Existing parking problems on the local streets and the expansion of the school will make parking problems worse	These matters have been discussed within paragraphs 96 to 120 above. The main mitigation measure to address the concerns regarding on-street parking capacity is proposed within an enhanced robust school travel plan.
During school drop off and pick up cars park over or near driveway or on the pavement. This has made it difficult for residents to access their driveways. No parking enforcement action has been	Existing parking problems are recognised as discussed in paragraphs 96 to 120 above. Officers in Transportation have recommended that a review of

taken.	waiting restrictions and traffic management arrangements in the area in general is undertaken.
Character of the road at the end towards the school was once quiet.	As a cul de sac, the road is generally quiet with the main exception during school drop off and pick up times. A number of mitigation measures are proposed to manage the increase in pupil numbers through the school expansion, which mainly relate to a robust Travel Plan that increases targets for walking and cycling.
Construction traffic should not access local roads. Residents should not have additional disturbance.	A construction management plan is to be secured to any forthcoming consent to manage construction traffic.

Conclusions

136. It is considered the school expansion would provide significant benefits for the pupils of Elsley Primary School and for other Brent pupils with the increase in numbers, supporting the Council's wider objectives of increasing school places throughout the Borough. It will also provide community access to the benefit of Brent residents.
137. The school buildings have been designed and laid out to minimise potential impact by complying with the Council's guidance relating to new development.
138. The application is accompanied by a Flood Risk Assessment which the Environment Agency and the Lead Local Flood Authority consider to be acceptable.
139. As discussed above, one of the key considerations is the impact of the school expansion upon the wider highway network. The school expansion will be expected to significantly increase pedestrian and cyclists trips to the site, through the enforcement of a robust Travel Plan. The highway mitigation measures as discussed above in the adjoining roads will help to ensure the increase can be safely accommodated.
140. The new pedestrian access from the footpath at the southern end of the site will help reduce journey times by foot for pupils and parents travelling from London Road and Wembley Town Centre.
141. Accordingly, it is recommended that planning permission be granted, subject to conditions.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/0223

To: Ms Kerrane
Curl la Tourelle Architects
Curl La Tourelle Architects
80 Lambale Street
London
NW5 4AB

I refer to your application dated 11/01/2016 proposing the following:
Proposed expansion of primary school from 2FE to 4FE with associated works including:

1. Demolition of former caretaker's bungalow, removal of disused swimming pool and lean-to changing rooms.
2. Construction of new 2 storey classroom block providing 16 classrooms and associated spaces, new single storey building providing nursery classrooms and a new courtyard infill extension providing studio/dining space, and external works.
3. Internal alterations and remodelling to main school building converting existing classrooms into new staff areas, new nursery areas and improved classrooms.
4. New canopies
5. Provision of temporary classrooms for the duration of the works
6. Related landscaping works including new playgrounds, creation of a habitat area, increased cycle and scooter parking, remodelling of existing site entrances, new site boundary fences and new pedestrian access gate
7. New multi-use games area (MUGA) in western part of the site with 3.2m high perimeter fencing

and accompanied by plans or documents listed here:
Refer to Condition 2
at Elsley Primary School, Tokyngton Avenue, Wembley, HA9 6HT

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.

SUMMARY OF REASONS FOR APPROVAL

- 1 The proposed development is in general accordance with the:-
National Planning Policy Framework
London Plan
Brent LDF Core Strategy 2010
Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance

- 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):

941H PL 100 Rev D - Existing Site Plan
941H PL 110 Rev B - Proposed Site Plan Overview
941H PL 113 - Proposed Site Plan Contract 1
941H PL 115 - Tree Removal Plan

941H PL 200 - Proposed Ground Floor Plan Overview
941H PL 201 - Proposed First Floor Plan
941H PL 202 - Proposed Roof Plan
941H PL 203 - Proposed GA Ground Floor Plan Part 1
941H PL 203 - Proposed GA Ground Floor Part Plans Sheet 2
941H PL 203 - Proposed GA First Floor Plan Part 1

941H PL 207 - Temporary Decant Classroom Roof Plan
941H PL 208 - Temporary Decant Classroom Proposed Ground Floor Plan
941H PL 209 Rev A - Temporary Decant Classroom Proposed First Floor Plan

941H PL 210 Rev A - Existing Ground Floor Plan
941H PL 211 Rev A - Existing First Floor Plan

941H PL 212 - Ground Floor Demolitions and Modifications Plan Part 1
941H PL 213 - Ground Floor Demolitions Plan Part 2

941H PL 400 - Proposed North and East Elevations
941H PL 401 - Proposed South and West Elevations

941H PL 403 - Existing Elevations
941H PL 404 - Existing Elevations
941H PL 405 - Existing Elevations

941H PL 410 - Proposed Temporaries Elevations

941H PL 500 - Proposed Sections AA & BB
941H PL 501 - Proposed Sections CC & DD

475-PL-001 Rev C - Landscape Masterplan
475-PL-001 Rev A - General Arrangement North
475-PL-012 Rev A - General Arrangement South
475-PL-051 - Landscape Sections Elevations
475-PL-701 - Landscape Material Schedule and Outline Specification

Supporting Information

BREEAM 2011 (Interim) Design Stage Assessment Tracker prepared by Price & Myers
Stage D – Structural and Civil Engineer's Design Report prepared by Price & Myers
23994 SK14 Rev B - Temporary Classroom below Ground Drainage
23994-601 V 2 - Below Ground Drainage Layout Contract 2
23994-602 V 21- MUGA Below Ground Drainage Layout Contract 1
Report on a Ground Investigation prepared by Site Analytical Services Ltd
Revised Energy Statement prepared by Ramboll
Flood Risk Assessment prepared by Price & Myers
Flood Risk Assessment (Temporary Classrooms) prepared by Price & Myers
Extended Phase 1 Habitat Survey prepared by Middlemarch Environmental Ltd
Pre-Development Arboricultural Survey prepared by Middlemarch Environmental Ltd
BREEAM 2011 Ecological Assessment prepared by Middlemarch Environmental Ltd
Transport Assessment prepared by Robert West

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

- 3 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. Details of 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.

- 4 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).

- 5 Activities within Elsley Primary School for use by community users hereby approved shall only take place between the hours of 0900 and 2200 Mondays to Sundays, and activities within the MUGA taking place between the hours of 0900 and 1830 Mondays to Sundays, with the premises cleared within 30 minutes of this time, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of the amenity of surrounding residential properties.

- 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, unless otherwise agreed in writing by 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 The existing and proposed temporary classrooms as shown on the proposed site layout plan shall be removed within one month following first occupation of the two storey extension hereby approved, or alternative timescales to be agreed in writing by the Local Planning Authority. The areas where the temporary classrooms stood, shall thereafter be implemented in accordance

with the details set out in the approved landscape works.

Reason: The buildings are temporary in nature only and would be contrary to design policies and therefore could not be supported on a permanent basis.

- 8 Prior to commencement of any works on site, an arboricultural method statement and tree protection plan for trees to be retained within the site, shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be adhered to throughout all stages of the construction works, and prior to commencement of works arrangements shall be made with the Council's Tree Officer to view the protection measures on site. No works shall commence until the relevant protection measures have been agreed by the Council's Tree Officer.

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

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

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00 -13:00 Saturdays and at no time on Sundays or Bank Holidays (unless otherwise agreed as part of the Construction Management Plan);
- (vi) Details of how vehicular access to adjoining and opposite premises are not impeded;
- (vii) the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- (viii) wheel washing facilities and schedule of highway cleaning;
- (ix) measures to control the emission of dust and dirt during construction;
- (x) a scheme for recycling/disposing of waste resulting from demolition and construction works;
- (xi) School access during the construction phase (including servicing and delivery arrangements);
- (xii) Staff car parking facilities; and
- (xiii) Adhere to the Considerate Contractors Scheme.

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

- 10 (a) No development shall commence on site until a Training & Employment Plan has been submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following:

- (i) the details of the Training & Employment Co-ordinator;
- (ii) a methodology for meeting the Training & Employment Targets and the Training & Employment Reporting Schedule;
- (iii) a commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job

The approved Training and Employment Plan shall be implemented throughout the construction phases of the development for the lifetime of the construction of the Development.

(b) Prior to the occupation of the new school buildings, a Training & Employment Verification Report shall be submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

- 11 Prior to commencement of the development, the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

- (i) provision of speed reducing features in Tokyngton Avenue and Berkhamsted Avenue
- (ii) raised speed tables at either end of Gaddesden Avenue
- (iii) an extended footway alongside the Tokyngton Avenue entrance to the school
- (iv) a review of waiting restrictions and traffic management measures in the vicinity of the school;

The new school building shall not be occupied (or other timescales to be agreed in writing by the Local Planning Authority) until the above works have been completed to the satisfaction of the Local Highway Authority and have been certified in writing as being substantially complete by or on behalf of the local planning authority.

Reason: In the interests of highway and pedestrian safety.

- 12 Prior to commencement of 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 and doors
- Details of the finishing material and colour for render, canopies, louvres, parapets, cills, and any 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 works above ground level, further details of the 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 which show:

- (a) the window and door reveals, headers and sills, including the depth of the reveals and the junction of materials around the returns;
- (b) the junctions around any wall mounted external vents, if applicable;
- (c) the location of any 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;
- (d) details of any hand rail at roof level including its position on the roof, design and finish

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

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

- 14 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 development. The approved hard and soft landscaping shall be completed in strict accordance with the approved details prior to the occupation of the new school buildings or in accordance with an implementation programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-

- (a) all planting including location, species, size, density and number incorporating native species

- (b) planting of minimum 20 x 14-16cm native trees
- (c) details of the provision of artificial bird and bat boxes
- (d) details of ramped access for terrestrial mammals if excavations are left open overnight during the construction stages
- (e) areas of hard landscape works including details of materials and finishes.
- (f) the location of, details of materials and finishes of, all street furniture and play equipment.
- (g) existing and proposed boundary treatments including walls, fencing and retaining walls, indicating materials and height
- (h) 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)
- (i) details of how invasive species will be dealt with
- (j) details of the new access ramp into the school from the pedestrian access on Berkhamsted Avenue including details of gradient, external surface and any hand rails
- (k) 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.

- 15 Details of the roof plan, showing the areas of the proposed photovoltaic panels in accordance with the sustainability measures secured as part of this development, shall be submitted to and approved in writing by the Local Planning Authority, prior to completion of construction work and shall be installed prior to occupation of the development hereby approved.

Reason: To demonstrate these are adequate and suitable to provide the level of carbon offset sought.

- 16 Prior to occupation of the new school buildings, 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

- 17 Prior to occupation of the new school buildings, 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.

- 18 Prior to occupation of the new school buildings, 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.

- 19 Prior to occupation of the new school buildings, a servicing and delivery plan (including coaches) 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.

- 20 Prior to the commencement of the use of the new school buildings, a School Travel Plan of sufficient quality to score a PASS rating when assessed under Transport for London's ATTrBuTE programme (or any replacement thereof), to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority.

On first Occupation of the new school building the Travel Plan shall be fully implement for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

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

- 21 Prior to occupation of the new school buildings, further details of 2 spaces that will be provided with electric vehicle charging points and 2 spaces that will be provided with passive electric vehicle 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.

- 22 Within 2 months of occupation of the new school building, a Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the development has met or exceeded the following:

- (i) Minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;
- (ii) Minimum BREEAM 'Very Good' rating

If the review specifies that the development has failed to meet the above levels, compensatory measure shall be submitted to and approved in writing by the Local Planning Authority prior to the occupation of the development.

The approved Sustainability and Energy Strategies (or as amended) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing with the Council.

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

- 23 Prior to occupation of the new school, further details for the provision of a minimum of 40 cycle spaces (which includes separate cycle parking facility for staff) and scooter parking together with details of how the cycle stands/scooter parking will be secure and covered, 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 satisfactory level of cycle parking for pupils and staff.

- 24 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise

levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval. The plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels

- 25 In the event that any vibro impact works / piling works are to be carried out, prior to commencement of such works, a risk assessment and method statement (RAMS) shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Network Rail. The approved RAMS shall thereafter in be place through the construction of the development.

Reason: To ensure that works on site follow safe methods of working and have taken into consideration any potential impact on Network Rail land and the operational railway.

- 26 Within three months of commencement of works on site, further details of the rainwater butts to the canopy rainwater pipes to collect water for irrigation 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 interests of sustainable drainage.

- 27 (a) No development shall take place until a detailed remediation scheme to bring the site to a condition suitable for the intended use by removing unacceptable risks to human health, buildings and other property and the natural and historical environment has been submitted to and approved in writing by the Local Planning Authority. The scheme must include all works to be undertaken, proposed remediation objectives and remediation criteria, an appraisal of remedial options, and proposal of the preferred option(s), and a timetable of works and site management procedures. The scheme must ensure that the site will not qualify as contaminated land under Part 2A of the Environmental Protection Act 1990 in relation to the intended use of the land after remediation.

(b) The remediation scheme shall be implemented in accordance with the approved timetable of works. Within two months of the completion of measures identified in the approved remediation scheme, a validation report (that demonstrates the effectiveness of the remediation carried out) must be submitted to and approved in writing the Local Planning Authority.

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

- 28 Prior to the installation of a heating system to serve the development hereby approved, an Air Quality Neutral Assessment for the heating system shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall be undertaken in accordance with guidance published by the Greater London Authority (GLA) and shall include mitigation proposals should it be found that the development is not air quality neutral. The approved details shall be implemented in full and the heating system shall thereafter be maintained in accordance with the manufacturers specifications.

Reason: To protect local air quality, in accordance with Brent Policy EP3

- 29 Details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority prior the commencement of works on the superstructure unless otherwise agreed in writing with the Local Planning Authority. This shall include details of the lighting fixtures, luminance levels/spillage diagrams and details of any automatic timers or sensors. The approved details shall be implemented in full prior to first use of that lighting.

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

INFORMATIVES

- 1 With regard to surface water drainage it is the responsibility of a developer to make proper

provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of groundwater. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0800 009 3921.

Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

- 2 There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0800 009 3921 to discuss the options available at this site.
- 3 In the event that the two oak trees along the eastern site boundary are to be impacted (removed/pruned) during the works, then a bat survey should be undertaken prior to such works commencing.
- 4 The applicant is advised that prior to commencement of any works on site, a condition survey of the existing road network, together with a regime for monitoring the condition of the road network during construction and subsequent repair works, shall be agreed by the Local Highway Authority.
- 5 Given the age of the building to be demolished it is possible that asbestos may be present. The applicant should be reminded of their duties under the Control of Asbestos Regulations and must ensure that a qualified asbestos contractor is employed to remove all asbestos and asbestos-containing materials and arrange for the appropriate disposal of such materials.

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