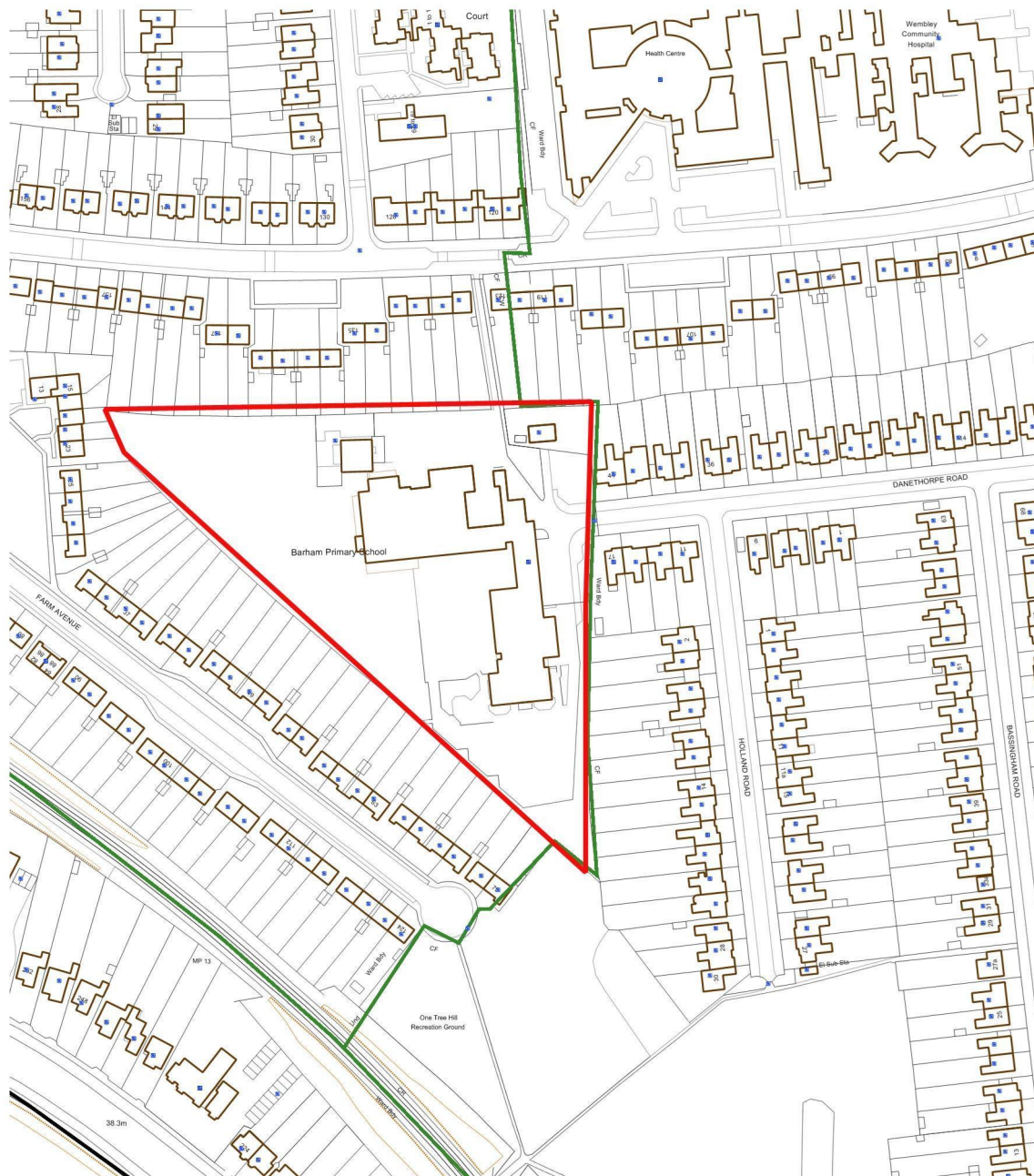




Planning Committee Map

Site address: Barham Primary School, Danethorpe Road, Wembley, HA0 4RQ

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This map is indicative only.

RECEIVED: 18 May, 2012

WARD: Sudbury

PLANNING AREA: Wembley Consultative Forum

LOCATION: Barham Primary School, Danethorpe Road, Wembley, HA0 4RQ

PROPOSAL: Erection of two storey extensions to the existing main school building, creation of new pedestrian access at southern boundary with One-Tree-Hill Recreation Area, demolition of single storey nursery building to provide additional parking, and reconfiguration of hard and soft play areas and landscaping across the site to facilitate expansion of the school from 3 form entry to 4 form entry.

APPLICANT: Barham Primary School (Brent Council)

CONTACT: Metropolis Planning Design

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant consent.

EXISTING

Barham School is a three form of entry primary school located in a predominantly residential of Wembley area near to Wembley High Road and Ealing Road. It currently has 720 pupils (including nursery) and 104 staff.

This site has its vehicular and principal pedestrian access from Danethorpe Road. An additional pedestrian footpath also provides access to and from Chaplin Road.

The school is bounded on all sides by residential properties along Chaplin Road, Danethorpe Road, Holland Road and Farm Avenue. The southern tip of the site abuts One Tree Hill Recreation Ground.

The original building was constructed in the 1930's and has been added to over several years. A large double height Sports Hall was added 10 years ago. The school is comprised of predominantly two storey flat roofed buildings located within a triangular shaped site. The remainder of the site provides recreational space for the school including grass and hard surfaced sports pitches and a soft play area.

The site is not situated within a conservation area nor is it a listed building.

PROPOSAL

Erection of two storey extensions to the existing main school building, creation of new pedestrian access at southern boundary with One-Tree-Hill Recreation Area, demolition of single storey nursery building to provide additional parking, and reconfiguration of hard and soft play areas and landscaping across the site to facilitate expansion of the school from 3 form entry to 4 form entry, representing an increase of 210 pupils.

The main two storey extension is located towards the centre of the existing school complex which will create a new courtyard created at the centre of the school. Two smaller infill extensions will make use of redundant narrow spaces between the existing blocks.

As a result of the additional built footprint to the centre of the site the overall provision of hard and soft play has been reviewed and an appropriate balance of these areas will be provided during and after construction.

HISTORY

Barham Primary School was built in the 1930s. It has been added to and modified numerous times over the years and was doubled in size in 1991 with the addition of a new wing. A new sports hall was added in 2001.

The most recent planning history is set out below:

11/04/2011	Planning permission granted for the erection of a single storey extension to southern end of school to increase nursery provision (Ref: 11/0388).
01/06/2010	Planning permission granted for the erection of a new canopy to side of Primary School (Ref: 10/0697).
15/11/2005	Planning permission granted for the installation and replacement of double glazed powder coated aluminium casement windows (Ref: 05/2535).
05/10/2001	Planning permission granted for the erection of a two-storey extension to provide a sports and arts building to the rear of the school (Ref: 01/1325).

POLICY CONSIDERATIONS

National

National Planning Policy Framework

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

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

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

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

Regional

London Plan 2011

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

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

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

Key policies include:

Social Infrastructure

3.16 Protection and Enhancement of Social Infrastructure

- 3.18 Education Facilities
- 3.19 Sports Facilities

London's Response to Climate Change

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

London's Transport

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

London's living places and spaces

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

London Plan SPG

The Mayor's Transport Strategy (May 2010)
Sustainable Design and Construction – Supplementary Planning Guidance (2006)
Accessible London: achieving an inclusive environment (April 2004)
Planning for Equality and Diversity in London (October 2007)

Local

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

Brent Unitary Development Plan 2004

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

Strategic

- STR5 Reduces the need to travel, especially by car.
- STR6 Parking controls
- STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.
- STR13 Environmentally sensitive forms of development will be sought
- STR14 New development should make a positive contribution to improving the quality of the urban environment

Built Environment

- BE2 Townscape: Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for Disabled People

- BE5 Urban Clarity & Safety
- BE6 Public Realm: Landscape Design
- BE7 Public Realm: Streetscape
- BE9 Architectural Quality
- BE12 Sustainable Design Principles

Transport

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN4 Measures to make transport impact acceptable
- TRN10 Walkable environments
- TRN11 The London cycle network, schemes should comply with PS16
- TRN12 Road safety and traffic management
- TRN13 Traffic calming
- TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.
- TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.
- TRN30 Coaches and taxis should be accommodated to ensure unloading or alighting does not obstruct the highway
- TRN35 On transport access for disabled people and people with mobility difficulties states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.
- PS12 Car parking standards – Class D1
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

Open Space, Sport & Recreation

- OS9 Dual Use Open Space

Community Facilities

- CF8 School Extensions
- CF10 Development Within School Grounds

Brent Core Strategy 2010

The following spatial policies are considered relevant to this application:

- CP 1 Spatial development strategy
This sets out the spatial strategy, outlining where growth is to be focused.
- CP 5 Place making
Sets out requirements for place making when major development schemes are considered
- CP 6 Design & density in place shaping
Sets out the requirements for appropriate design and density levels for development
- CP 15 Infrastructure to support development
Requires that the infrastructure requirements of new development are met
- CP18 Protection and enhancement of Open Space, Sports & Biodiversity
Protects all open space from inappropriate development. Promotes enhancements to open space, sports and biodiversity, particularly in areas of deficiency and where additional pressure on open space will be created
- CP 19 Brent strategic climate mitigation and adaptation measures
Highlights the need for new development to embody or contribute to climate mitigation objectives, especially in growth areas
- CP 23 Protection of existing and provision of new community and cultural facilities
Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community facilities

Brent Supplementary Planning Guidance

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

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

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

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

CONSULTATION

A total of 263 adjoining owner/occupiers were consulted regarding the application. 3 objections have been received raising the following issues:

- Will exacerbate the already severe congestion on local roads in what is supposed to be a quiet residential area.
- Local residents have their driveways blocked at the beginning and end of the school day leading to confrontations between parents and residents..
- The proposed access via the southern boundary will do little to mitigate these problems and will reduce the security of residents who back on to the school.
- The new access from Farm Avenue will encourage parents to drop their children off at the end of the cul-de-sac.
- Concerns that new lighting will cause light pollution in neighbouring properties.

Officer Comment: The above matters will be addressed in the *Remarks* section of the report.

Environment Agency

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

Environmental Health

Will need to ensure kitchen extract will not pose odour or noise nuisance for residents. Recommend condition imposed;

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

Sport England

Advised that they have no comments to make regarding this application.

Thames Water

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

Transportation

Transportation believe that further work is necessary to mitigate the potential impact of this development, but that overall the application can be accepted subject to the alterations set out under the Transport heading in the Remarks section of this report.

Transport for London (TFL)

- Blue badge parking and electric parking points should be provided;
- Cycle parking should be increased to 20 spaces;

Tree Protection Officer & Landscaping

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

REMARKS

(1) Principle

Under sections 13 & 14 of the Education Act 1996, as amended by the Education and Inspections Act 2006, a local education authority has a statutory duty to ensure there are sufficient school places available to meet the needs of the population in its area, but it is not obliged to provide a place in a particular (or nearest) school.

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

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

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

The extensions proposed at Bar ham Primary School would provide one additional forms of entry (ultimately creating an additional 210 places) to assist in meeting the identified need for further school places within the Borough as detailed in the reports to Executive. On this basis, the principle of the proposal can be accepted as it is required to meet an identified need.

(2) Siting & Design

The majority of the new space is organised in a two storey L-shaped extension that will form a courtyard at the heart of the school. Two smaller extensions are proposed infilling gaps between existing wings of the school. The total new build floor space will be approximately 1,558 sqm. Some existing built elements will be demolished to allow integration with the existing school.

The linear arrangement of the modules will facilitate natural ventilation and will contribute to create very light and airy circulation and break-out spaces.

The original school was built in the 1930s but has been much extended and altered over the years. The most significant additions being a new two storey wing added 20 years ago and a large sports hall built 10 years ago. As a result the school is a sprawl of somewhat disparate elements.

The majority of the elements that make up the existing complex are one or two storey flat roofed buildings. The proposed extensions are therefore simple flats roofed structures that in terms of their size, scale and form do not look out of place and are considered to respect the existing building. None of the extensions will be visible from the main public entrance to the school in Danethorpe Road.

The extensions link with the existing school but are not considered to adversely impact on the usability of the existing classrooms by reducing day lighting to an unacceptable level. The main two storey extension is positioned to provide a large internal courtyard which, in conjunction with separating the extension from the existing building to allow in daylight also provides and additional external space.

While the proposed extensions do not seek to replicate the design of the original building; the external materials as well including elements of different coloured render also include a significant proportion of brick cladding which is the predominant material found within the existing school which helps to achieve a degree

of cohesion.

Sport England is required to be consulted on any application which may affect playing pitches. In terms of the position of the proposed extension, it does not impact upon the usability of the existing playing field or MUGA. The proposal does result in the loss of some existing playground. This is to be replaced by extending the playground over existing unused landscaped areas. Sport England has confirmed that they have no objection to the proposal.

(3) Impact on residential amenity

The Council seeks to protect the amenity of neighbouring occupants to acceptable standards whilst recognising the need for new development. The main impacts on amenity to be considered are: overbearing impact of the size and scale of the extension; loss of outlook, which is related to overbearing impact; loss of privacy; and loss of sunlight. Following the policies contained within part 3.7 *Urban Design Principles* of the *Built Environment Chapter* of the UDP, the council has published Supplementary Planning Guidance No. 17 "Design Guide for New Development" (SPG17) which establishes generally acceptable standards relating to these matters, although site specific characteristics will mean these standards could be tightened or relaxed accordingly.

Rear gardens of adjoining properties back on to all three sides of the school site. However the proposed extensions are located well away from residential boundaries and are all well within SPG17s 45 and 30 degree set down guidelines governing the relationship between new development and neighbouring private residential gardens. All the proposed two storey elements of the extensions are located well over twenty metres away from the nearest boundary. The nearest of the extensions to a neighbouring boundary is single storey and still achieves a separation of 15 metres there is therefore considered to be no significant impact on privacy.

In terms of noise as a result of the use, as this is an existing school site it is not considered that the increase in activity would result in a worsening of existing amenity. Generally the activity within the school grounds is most notable during the school day. The playground is being extended closer to the rear gardens of properties in Farm Avenue however a landscaped buffer is to be retained and augmented with additional planting the details of which will be secured by a condition.

A neighbour has expressed concern about the potential of nuisance being caused by new lighting, however no new lighting is proposed as part of this application other than one low level bollard to be located at the new pedestrian entrance to be created on to Onre Tree Hill Rec. Another neighbour has expressed concerns that this new entrance will allow unauthorised people in to the schools grounds and thus compromise the security of surrounding residents. However this entrance will only be open at the start and end of the school day and will be supervised by staff when in use. The rest of the time it will be shut. Some nursery children may leave through this entrance at lunchtime but only under the supervision of staff. The school takes security and the safety of its pupils very seriously.

(4) Landscaping / Trees

Barham Primary School is subject to a Tree Preservation Order made in February 2006. The TPO protects a total of eight native Oak trees located around the site boundary, one of which is situated within the garden of a property in Farm Avenue. The tree assessment report states that these trees will be protected throughout the development with the provision of protective fencing. The tree officer would like further details of the position of this fencing.

The school would like to remove the group of Holm Oaks close to the site boundary. The Council is aware these trees have caused some concern with neighbouring properties in the past so this may be an opportunity to consider removal and replacement with a more suitable species such as a group of birch.

The removal of other trees has been considered by the Council's Landscape Officer and would be acceptable subject to appropriate replacement planting to be secured by condition.

(5) Transportation

UDP policy CF8 *School Extensions* requires proposals to have an acceptable transport impact and schemes will be subject to measures to reduce car usage. Policy TRN1 *Transport Assessment* ensures applications will be assessed for their transport impact and developments with a potentially significant impact on the transport network should submit a Transport Assessment. Policies TRN2, 3 and 4 relate to testing that

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

The site has an existing car park along the northern and eastern sides of the site providing 35 parking spaces, accessed from Danethorpe Road.. Pedestrian access is available from Chaplin Road to the north as well as from Danethorpe Road to the east.

As a result of the school expansion car parking will be reconfigured resulting in a reduction in parking to 32 spaces, two of which will be for disabled drivers. This exceeds the maximum standard of 30 spaces that would apply to the extended school

A new pedestrian access route from Farm Avenue to the south-west of the site across the One Tree Hill Open Space is proposed.

Danethorpe Road is a local access road which is not defined as being heavily parked. The site lies outside any CPZ, except on Wembley Event Days, and has fairly low accessibility with a PTAL rating of level. Sudbury Town Station (Piccadilly tube) is within walking distance of the site, and five bus routes are locally available.

Servicing

Servicing arrangements will remain unchanged with refuse and delivery vehicles entering and leaving the site from Danethorpe Road. Additional tracking information has been requested to ensure that the extensions and reconfigured car parking will still allow room for servicing vehicles to turn around within the site .

Cycle Parking

PS16 of the UDP-2004 recommends a provision of 1 cycle space per 10 staff for a Primary School site. This would mean a provision of 11 spaces for the proposed staff following the proposed increase in the overall school size. Twenty cycle spaces are proposed which would comfortably exceed the minimum requirements and so is welcomed.

Travel Plan

A revised School Travel Plan has been submitted in order to attempt mitigation of the impact of the proposed increase in pupils and staff. Although the TA suggests this impact will not be significant, Transportation welcome the provision of an updated Travel Plan but to ensure its ambitious targets are met, further details of a more robust programme of monitoring and additional measures are needed. This will be secured by condition.

(6) Energy & Sustainability

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

(7) Community Use

The existing sports hall is already used by the community, a condition of its Sport England funding, and this won't change as a result of this application. However to ensure that an appropriate level of community access to the sport hall is retained it is recommended that a condition is imposed to secure at least 15 hours of community access a week to accord with similar proposals in the borough with full details secured by condition.

(8) Mayoral CIL

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

(9) Conclusion

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

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

(1)

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

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

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

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

CONDITIONS/REASONS:

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

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

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

Drawings: 03/101; 03/102; 03/103; 03/104; 03/105; 03/106; 03/107; 03/108; 03/201B; 03/202; 03/203; 03/204; 03/205; & 03/207

Planning Statement by Metropolis - May 2012
Design and Access Statement (May 2012 Rev A)
Flood Risk Assessment (FRA) dated 25 May 2012 by WSP UK Ltd
Arboricultural Impact Assessment by Landscape Planning Ltd (April 2012)
Barham Primary School- Transport Assessment by Mott MacDonald (April 2012)
Barham Primary School- School Travel Plan by Mott MacDonald (April 2012)
Cultural Heritage Assessment by Prospect Archaeology Ltd - LPA 2012/8 April 2012
Barham Brook Primary School Project Phasing and Logistics Outline Requirements Version 1.1

Sustainable Development Checklist (revised 12 July 2012)

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

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

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

The work shall be carried out in accordance with the approved details and retained thereafter for the lifetime of the development.

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

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

Such scheme shall also indicate:-

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

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

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development and to provide tree planting in pursuance of section 197 of the Town and Country Planning Act 1990.

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

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

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

- (6) The protection of the retained trees shall be implemented in full accordance with the approved

details set out in the Arboricultural Impact Assessment by Landscape Planning Ltd prior to commencement of any preparatory work or development and retained throughout the duration of the construction works.

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

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

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

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

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

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

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

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

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

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

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

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

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

Reason: In accordance with London Plan policy 5.11

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

authority. If the review specifies that the development has failed to meet the above levels, compensatory measures to ensure the development meets or exceeds a BREEAM 'Very Good' rating shall be submitted to and approved in writing by the local planning authority within 24 months of occupation of the extension hereby approved.

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

- (12) Prior to the commencement of the use of the buildings, a School Travel Plan of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme, to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority and shall be fully implemented as approved and adhered to.

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

- (13) The development shall be carried out in accordance with the approved Flood Risk Assessment (FRA) dated 25 May 2012 by WSP UK Ltd and the following mitigation measures detailed in the FRA:

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

(ii) Surface water storage to be achieved through the use of Sustainable Drainage Systems as detailed in the FRA.

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

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

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

- (i) A new pedestrian footpath from Farm Avenue to the new school entrance on to One Tree Hill Recreation Ground

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

Reason: In the interests of highway and pedestrian safety.

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

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

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

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

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

INFORMATIVES:

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

Any person wishing to inspect the above papers should contact Neil McClellan, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5243