Committee Report
Planning Committee on 18 September, 2013

Item No. **04**
Case No. 13/1995

Planning Committee Map

Site address: Brent Town Hall, 54 Forty Lane, Wembley, HA9 9HU

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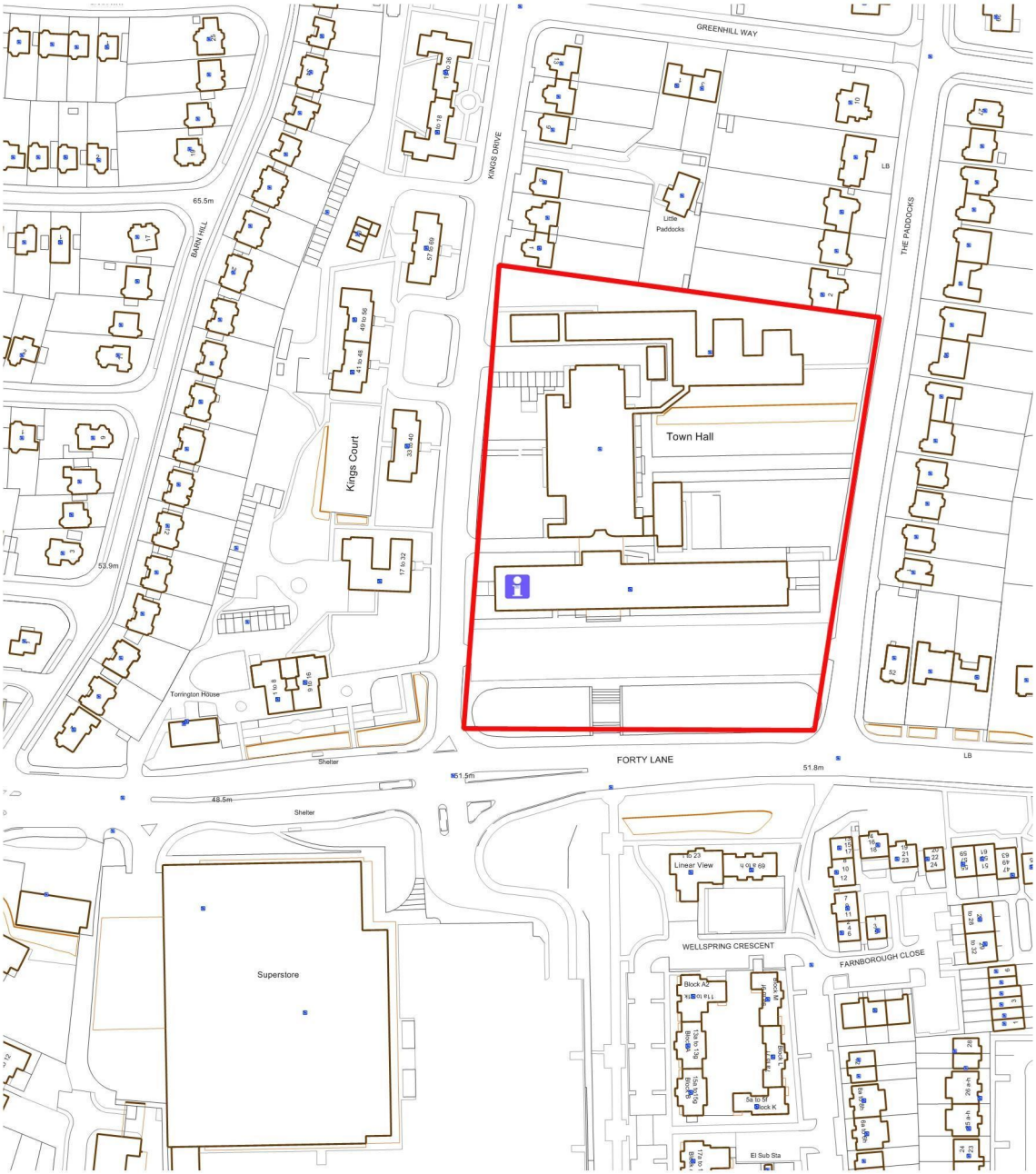

This map is indicative only.

RECEIVED: 17 July, 2013

WARD: Barnhill

PLANNING AREA: Kingsbury & Kenton Consultative Forum

LOCATION: Brent Town Hall, 54 Forty Lane, Wembley, HA9 9HU

PROPOSAL: Change of use and refurbishment of the existing Town Hall (Sui Generis) into a new primary and secondary French International School (Use class D1) involving the demolition of a number of ancillary buildings (single storey pre fabricated building and freestanding garages to the rear, and the existing print room attached to the main Town Hall building) and the erection of a part 2/part 3 storey extension along with associated works.

APPLICANT: French Education Property Trust (FEPT)

CONTACT: Nathaniel Lichfield & Partners

PLAN NO'S:
Refer to Condition 2

RECOMMENDATION
To:

(a) Resolve to Grant Planning Permission, subject to an appropriate form of Agreement in order to secure the measures set out in the Section 106 Details section of this report and referral to the Secretary of State, or
(b) If within a reasonable period the applicant fails to enter into an appropriate agreement in order to meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document, to delegate authority to the Head of Area Planning, or other duly authorised person, to refuse planning permission

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

1. Payment of the Councils legal and other professional costs in (i) preparing and completing the agreement; and (ii) monitoring and enforcing its performance
2. Sustainability - submission and compliance with the Sustainability check-list ensuring a minimum of 38.8% score is achieved, together with a minimum carbon reduction of 32.22% improvement on 2010 regulations and to achieve BREEAM rating 'Excellent' for the new annex (with compensation should it not be delivered);
3. Notify Brent 2 Work of forthcoming job and training opportunities associated with the development;
4. Join and adhere to the Considerate Contractors scheme;
5. Provision of a Travel Plan for the site;
6. Enter into a Community Access Plan;
8. Provision of Art work in the vicinity of the site.

This application is liable for Community Infrastructure Levy.(CIL) . The Mayor's contribution would be £0.00£0.00**.**

EXISTING
The application site comprises Brent Town Hall located on Forty Lane. It is a Grade II listed building and formally accommodated the main civic offices of the former Borough of Wembley and subsequently Brent since 1940. The Town Hall was statutorily listed on 24 September 1990 at Grade II. The main civic offices of Brent are now located within the new Brent Civic Centre on Engineers Way.

The Town Hall site is located within the boundary of the draft Wembley Area Action Plan and forms part of the Wembley Park/Empire Way Corridor.

The Town Hall occupies a site of approximately 2.1 hectares and fronts onto Forty Lane. There have been a number of extensions and temporary buildings provided on the site. The main entrance to the building is accessed via Forty Lane with an access road and car parking running across the length of the building fronting Forty Lane at a higher level than the pavement on Forty Lane. There are significant level changes across the site with the land rising by around 9.4m from the pavement on Forty Lane to the base of the boundary wall to the north of the site. There is a significant amount of soft landscaping within the site including a large number of trees, mostly to the north east towards The Paddocks, and formal gardens to the north and south of the Town Hall.

The eastern boundary of the Town Hall abuts The Paddocks and its western boundary abuts Kings Drive. Both The Paddocks and Kings Drive are predominantly residential in character. Its northern boundary abuts the rear gardens of properties on Kings Drive and The Paddocks. To the south on Forty Lane is Asda Superstore, a Kwik Fit car garage and public house, with the Chalkhill Estate behind these buildings. Opposite the site on Bridge Road is the Ark Academy Primary and Secondary School and to the west beyond Kings Drive is the Barn Hill Conservation Area.

DEVELOPMENT SCHEDULE

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

USE

Number	Primary Use	Sub Use
1	shops	
2	financial and professional services	
3	restaurants and cafes	
4	drinking establishments (2004)	
5	hot food take away (2004)	
6	businesses and offices	
7	businesses / research and development	
8	businesses and light industry	
9	general industrial	
10	storage and distribution	
11	hotels	
12	residential institutions	
13	non-residential institutions	
14	assembly and leisure	
15	Sui Generis	Sui Generis, 79, 57.

FLOORSPACE in sqm

Number	Existing	Retained	Lost	New	Net gain
1	0		0	0	
2	0		0	0	
3	0		0	0	
4	0		0	0	
5	0		0	0	
6	0		0	0	
7	0		0	0	
8	0		0	0	
9	0		0	0	
10	0		0	0	
11	0		0	0	
12	0		0	0	
13	0	8095	0	4485	12580
14	0		0	0	
15	10063	0	1968		0

TOTALS in sqm

Totals	Existing	Retained	Lost	New	Net gain
	10063	8095	1968	4485	12580

PROPOSAL

This application seeks full planning permission for the change of use and refurbishment of the existing Town Hall (Sui Generis) into a new primary and secondary French International School (Use class D1) involving the demolition of a number of ancillary buildings (single storey pre fabricated building and freestanding garages to the rear, and the existing print room attached to the main Town Hall building) and the erection of a part 2/part 3 storey extension along with associated works.

A seperate application for listed building consent (LPA Ref: 13/1996) has also been submitted in relation to the works to the listed building and setting of the listed building.

HISTORY

The following site history relates only to full planning permissions and advertisement consents since the Town Hall was listed in 1990 and also includes all of the site history before the Town Hall was listed. Details of listed building consents are set out in application ref: 13/1996.

Applications after the Town Hall being listed in September 1990

05/0011: Full Planning Permission sought for erection of single storey detached building facing Kings Drive - **Granted, 20/05/2005.**

03/2301: Full Planning Permission sought for erection of portakabin and link to Town Hall Annexe - **Granted, 12/12/2003.**

00/2536: Full Planning Permission sought for installation of a disabled lift and lift housing - **Granted, 12/06/2001.**

95/1745: Listed Building Consent sought for installation of signage (individual letters) to frontage of building - **Granted, 09/01/1996.**

92/1845: Full Planning Permission sought for alteration to side elevation of main building to install window opening - **Granted, 01/02/1993.**

Applications prior to the Town Hall being listed in September 1990

88/0226: Renewal of temporary consent for erection of five temporary office buildings and toilet block at rear of Town Hall - **Granted, 19/10/1988.**

86/2305: Full Planning Permission sought for erection of single storey disabled toilet extension to Town Hall Annexe - **Granted, 21/01/1987.**

84/1452: Full Planning Permission sought for installation of two large and two small air cooled condensers/compressors, replacement of one window with uPVC windows, paint black one window and installation of metal grill for air intake - **Granted, 01/10/1984.**

84/0641: Full Planning Permission sought for change of use of mortuary to printing unit for Brent Town Hall - **Granted, 06/06/1984.**

821849L: Full Planning Permission sought for erection of five single storey temporary office buildings and toilet block on land at rear - **Granted, 18/01/1983.**

LE46847009: Full Planning Permission sought for erection of extension to provide lift shaft - **Granted, 21/12/1973.**

LP3134C4230: Full Planning Permission sought for erection of extension for computer room - Granted, 17/10/1967.

LP3134B3563: Full Planning Permission sought for erection of extension for first aid room - **Granted, 16/05/1967.**

LP3134A3428: Advertisement consent sought for installation of illuminated display case - **Granted, 03/04/1967.**

P3134 2489: Advertisement consent sought for display of illuminated crest of the Borough of Brent - **Granted, 27/09/1966.**

169 B280: Full Planning Permission sought for mortuary at rear - **Granted, 14/10/1957.**

E9030 B217: Full Planning Permission sought for new chair store - **Granted, 12/09/1955.**

POLICY CONSIDERATIONS
Local

The development plan for the purposes of S38(6) of the Planning and Compensation 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 polices are considered to be the most pertinent to the application.

Strategic

STR3 In the interests of achieving sustainable development (including protecting greenfield sites), development of previously developed urban land will be maximised (including from conversions and changes of use).
STR4 Major Opportunity Sites will be promoted for comprehensive development with a mix of land-uses and improvements to public transport, where appropriate. Regard should be had to any development framework or planning brief prepared for these sites.
STR5 Reduces the need to travel, especially by car.
STR6 Parking controls.
STR11 The quality and character of the Borough's built and natural environment will be protected and enhanced.
STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.
STR13 Environmentally sensitive forms of development will be sought.
STR14 New development should make a positive contribution to improving the quality of the urban environment.
STR15 Major development should enhance the public realm.
STR16 The particular characteristics of the Borough's Listed Buildings will be conserved or enhanced.

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
BE8 Lighting & Light Pollution
BE9 Architectural Quality
BE12 Sustainable Design Principles
BE20 Advertisements on Buildings
BE22 Protection of Statutory Listed Buildings
BE23 Setting of Listed Buildings
BE30 Enabling Development & Heritage Asset Conservation
BE31 Sites of Archaeological Interest

Environmental Protection

EP1 Environmental Impact Assessment

EP2 Noise & Vibration
EP3 Local Air Quality Management
EP13 Water Run Off
EP14 Renewable Energy

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
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 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
TRN34 Servicing in New Development
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

Community Facilities

CF5 Community Facilities in Large Scale Developments
CF7 New Schools

Wembley Regeneration Area

WEM1 Regeneration of Wembley

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 7 Wembley Growth Area
Sets out the vision for Wembley to be a high quality, urban, connected and sustainable city quarter reflecting its designation as a Strategic Cultural Area for London.
CP 15 Infrastructure to support development
Requires that the infrastructure requirements of new development are met
CP17 Protecting and Enhancing the Suburban Character of Brent
Requires the distinctive suburban character of Brent to be protected from inappropriate development.
CP18 Protection and enhancement of Open Space, Sports & Biodiversity
Protects all open space from inappropriate development.
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/Document

Brent Town Hall Planning and Development Brief - Adopted March 2012

The Planning and Development Brief sets out the key planning considerations for the redevelopment of Brent Town Hall. Key considerations covered within the Planning Brief including development potential and principles, appropriate uses, design parameters in the context of the listed building, landscape design, highway matters and planning conditions and obligations.

Brent Site Specific Allocations (SSA) - adopted 2011

The Town Hall site is located within the Wembley Growth Area. It is identified within Brent's Site Specific Allocation (SSA) as site W3. Brent Town Hall. The SSA supports a mixed use development including offices, retail (for local needs only), residential, hotel and community facilities ensuring the retention of the listed building. Any change of use is required to enhance and not detract from the character and importance of the Town Hall, and have regard for existing traffic problems to surrounding residential areas and seek to improve these conditions. The policy states that there is scope to extend to the rear but the height should not exceed the height of the Town Hall. It also states that a Flood Risk Assessment is required as the site is over 1 hectare.

Draft Wembley Area Action Plan (WAAP) dated March 2013.

The WAAP was submitted to the Secretary of State for examination on 1 July 2013 under Regulation 22 of the Town and Country Planning (Local Plan) (England) Regulations 2013.

The Town Hall site is located within the boundary of the draft WAAP and forms part of the Wembley Park/Empire Way Corridor. It forms part of the Wembley Growth Area and is allocated as site W24 within the WAAP. Reference to the type of uses/development that could be supported is set out above within the Site Specific Allocations.

S106 Planning Obligations SPD - Adopted 1 July 2013

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

SPG17 “Design Guide for New Development” Adopted October 2001

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

SPG19 “Sustainable Design, Construction & Pollution Control” Adopted April 2003

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

Regional

London Plan 2011

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

Key policies include:

London's Places
2.1 London in its Global, European and United Kingdom Context

London's People
3.18 Education 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
5.9 Overheating and Cooling
5.10 Urban Greening
5.11 Green Roofs and Development Site Environs
5.12 Flood Risk Management
5.13 Sustainable Drainage
5.15 Water Use and Supplies

London's Transport
6.1 Strategic Approach
6.3 Assessing Effects of Development on Transport Capacity
6.9 Cycling
6.10 Waling

London's Living Places and Spaces
7.1 Building London's Neighbourhoods and Communities
7.2 All Inclusive Environment
7.3 Designing Out Crime
7.4 Local Character
7.5 Public Realm
7.6 Architecture
7.8 Heritage Assets and Archaeology
7.14 Improving Air Quality
7.15 Reducing Noise and Enhancing Soundscapes
7.19 Biodiversity and Access to Nature
7.21 Trees and Woodlands

National

National Planning Policy Framework 2012

This sets out 12 core planning principles, of which the following are relevant. Planning should:

- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production);
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

In addition to the above there are two main areas of consideration within the NPPF that are relevant to this

application. The first relates to conserving and enhancing the historic environment (paragraphs 126 to 141), which is discussed in further detail within the Listed Building Consent application (LPA Ref: 13/1995). The second relates to the provision of new schools which is discussed within paragraph 72 of the NPPF. The Government attaches great importance to ensuring that a sufficient choice of school places is avaliable 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.

CONSULTATION
Consultation Period: 30/07/2013 - 20/08/2013
Site Notices Displayed on Kings Drive, The Paddocks and on Forty Lane: 30/07/2013 - 20/08/2013
Press Notice: 01/08/2013 - 22/08/2013

Statutory Consultation

English Heritage - see comments for listed building consent ref: 13/1996.

The Twentieth Century Society - see comments for listed building consent ref: 13/1996.

The Environment Agency - No objections raised subject to a detailed surface water drainage scheme being secured via a condition.

External Consultation

Transport for London - Supports the reduction in the car parking provision in principle. TfL generally supports the cycle parking provision. They have however requested further information on the Transport Assessment so that the impact of the development can be fully considered and any mitigation measures identified. The Travel Plan will also need to meet the ATTrBuTE assessment tool kit.

Further considerations of the Transport Assessment and Travel Plan are discussed within the remarks section of this report.

Internal Consultation

Design, Regeneration and Conservation Team - Has advised that the change of use to a school is the most appropriate way to preserve the listed building to ensure its continued use. No objections are raised to the principles for the internal interventions and alterations to the existing building, which will have a positive influence on the future character of the building. Whilst the location, scale and massing of the annex extension is acceptable in relation to the listed building, the architectural detailing including use of render and window detailing is poor and is considered to fail to preserve the character and setting of the listed Building.

Landscape and Design Team - Generally supports the Landscape Strategy & Proposals but has requested that one significant tree, T96 London Plane should be retained.

Transportation - Have requested further details of the Transport Assessment relating to trip generation and modal share, and junction modelling.

Environmental Health - No objections raised but have requested that further details of noise in relation to the MUGAs and plant equipment are conditioned together with a Construction Environmental Management Plan.

Children & Families - Has advised that the school will have a neutral effect on the supply of school places within the Borough.The collaboration with other schools in the borough to support the teaching of French together with the community French language classes would be an educational benefit to the borough

Public Consultation

310 residents consulted including properties on Barn Hill, Farnborough Close, Forty Lane, Greenhill Way, Kings Drive, The Mount, The Paddocks and Wellspring Crescent.

31 objections have been received from local residents. These objections are set out below:

1. Concerned that a prime residential area will be blighted by the presence of a big school.
2. Loss of value to nearby residential properties.
3. Noise and dust from proposed building works.
4. Noise generated by large school with a large number of pupils.
5. Children will loiter around the area waiting to be picked up, resulting in damage and littering on the greens of surrounding residential blocks of flats including Kings Court.
6. Three storey extension facing The Paddocks is out of keeping with the area which is predominantly two storey detached houses.
7. New access from The Paddocks will be detrimental to highway and pedestrian safety.
8. Traffic congestion on Forty Lane, The Paddocks, Bridge Road and surrounding roads.
9. Lack of parking for staff, visitors and parents, resulting overspill parking onto surrounding streets that are already heavily parked.
10. New large development in an area that already has large developments (ASDA superstore) will have adverse effects on well-being of residents by resulting environmental pollution and noise from more cars and traffic.
11. Bus journeys will take even longer as a result of children setting down and being picked up from outside the Town Hall.
12. Concerned with a French Quarter emerging within the school's vicinity which may adversely affect other communities in Brent.
13. Council has a biased interest in the application as the Council is the vendor. The views of residents will not be heard fairly.
14. Restrictions on the use of the building should be considered to ensure that it does not compromise residential amenity.
15. School buses should not park on surrounding residential roads and should turn their engines off when waiting.
16. No new bus stops on The Paddocks.
17. Construction period should be restricted to weekdays only between 8am and 4pm.

REMARKS

1. Introduction

1.1 This planning application has been submitted on behalf of French Education Property Trust (FEPT). The FEPT has been selected by Brent Council as the preferred bidder for the purchase of Brent Town Hall. The conversion of the Town Hall together with the construction of an annex is proposed to provide a French International School for 1070 pupils when at full capacity. It will be a through school with 9 forms of entry at secondary level for pupils aged 11 to 18 (total number of 900 pupils), and a single form entry primary school for pupils aged 5 to 11 (total number of 170 pupils). The school is due to open in September 2015.

2. Principal of Development

2.1 The Brent Town Hall Planning and Development Brief Supplementary Planning Document was adopted by the Council in March 2012. It provides guidance on the future of the Town Hall including development potential and principles. One of the possible uses that has been identified as a suitable use of the Town Hall is as an academic institution. This is because the scale and character of the internal spaces of the Town Hall would enable the accommodation to be converted into an education use whilst having minimal impact on the internal arrangement of the listed building. The Planning and Development Brief goes onto say that the architectural expression and quality of the Town Hall would particularly underpin the role of a specialist faculty or college.

2.2 The proposed use of the Town Hall as an International Primary and Secondary French School falls within the identified possible uses that are considered acceptable for the Town Hall, and therefore is considered acceptable in principle. More specific planning considerations including how the school will fit into the wider education needs of the Borough, transportation considerations, impact on neighbouring residential properties etc is discussed in detail within this report. The impact of the change of use of the Town Hall into the French International School in terms of the internal and external alterations and the impact of the conversion upon the listed building is discussed within the listed building consent application ref: 13/1995.

3. Education Need

Education Need

3.1 In recent years, London has seen a large increase in parents who are interested in providing their children with an internationally focused education, where a multi-lingual education is at the heart of teaching and learning. As a result, the existing French bilingual primary schools in London have seen a strong growth in pupil number with increasing demand for this provision. Existing primary schools are located in Kentish Town, South Kensington and Fulham areas.

3.2 The French Embassy has calculated pupil number projections within the school network in London. Based on current provision, the analysis shows that access to the bilingual education system in London will need to be suspended to most new comers by 2013/2014. In addition, due to a lack of capacity by 2015, many pupils within the French school system will be forced out, particularly at secondary school level, unless a new school is provided. The anticipated figures are 260 pupils by 2015, 400 pupils by 2016, and over pupils 1000 by 2020. The proposed French International School in Wembley will help meet this growing demand, meeting the objectives of the NPPF whereby the Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. It 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. Your officers in Children & Families have advised that the new school will have a neutral impact on the supply of school places within the Borough.

The French Education Property Trust (FEPT)

3.3 The FEPT was created in October 2009 in order to finance and acquire school sites for the French community. This was in response to the previous Ambassador of the French Embassy, Maurice Gourdault-Montagne's desire to set up an independent entity which would be able to purchase and own a number of school buildings in London.

3.4 Each new school is approved by members of the *Plan Ecole*, which is a vast exchange forum coordinated by the French Embassy in London that aims to plan for changes in the French school network. Proposals are determined by the *Comite de Pilotage*, which is chaired by the Ambassador. The French Embassy has the final approval on any new project.

The need for a new French International School in Brent

3.5 Brent has been identified by the FEPT as the preferred location for a new French International School as it has a growing French population, and is within easy access of other French primary schools and areas with large French populations. The French Consultee identifies Camden as being the most populated area in London with a French speaking population, and Brent being identified as the 5th largest area.

3.6 It is anticipated that the new school, particularly one that provides primary level education, will attract the French Community to live in this part of the Borough.

3.7 Wembley French International School will be a private independent school. School fees will be determined by the future board of trustees of the school. It is intended that the board of trustees will sign a contract with *Agence pour l'Enseignement Francais a l'Etranger* (AEFE). The AEFE is a French government organisation that oversees a network of over 400 schools worldwide. Being a school that will belong to the AEFE, Wembley French International School will be required to follow the French Education Nationale Curriculum. Pupils will be taught in both French and English, and the secondary school will offer Baccalaureate as well as international diplomas

4. School entry system, pupil and staff numbers and opening hours

School entry system and pupil and staff numbers

4.1 As described above, the new school will follow the French Curriculum and will be taught in both French and English. At primary level, one form of entry is proposed. The age range for the primary school is 5 to 11. The total number of pupils within the primary school when at full capacity is 170 pupils.

4.2 At secondary level, the school will provide both the 'College' (lower secondary level for pupils aged 11 to 15) and 'Lycee' stages of the French education system for pupils aged 15 to 18. The secondary school will also offer the International Baccalaureate or French Baccalaureate. The lower secondary level education will have a 3 form entry with a total of 360 pupils and the upper secondary school level education will have 6 forms of entry with a total of 540 pupils.

4.3 The secondary school will be supported by a number of feeder primary schools currently located within Kentish Town, South Kensington and Fulham areas - see table on page 5 of the Design and Access Statement which sets out the location, whether the school accommodates primary and/or secondary level education and pupil numbers of other French Schools in London. The new school will also be a feeder school for at upper secondary level education for pupils of the College Francais Bilingue de Londres (CFBL) in Kentish Town, which currently provides lower secondary level education but not upper secondary level education. This is the reason why the highest proportion of pupils are at upper secondary level education.

4.4 The school is aiming to opening in September 2015 with an initial intake across the primary and secondary school levels of 500 pupils, with the pupil numbers rising to 600 by 2016, 750 by 2017, 950 by 2018 and reaching its full capacity of 1070 pupils by 2019.

4.5 The total teaching and support staff across both the primary and secondary schools will be 96 staff when at full capacity.

Proposed opening hours

4.6 The proposed opening hours of the primary school is 8.30am to 4pm with a breakfast club starting at 7.30am and after school club running to 6pm. The secondary school will be opening from 8am to 6.30pm.

5. Community Use

5.1 The school will provide a range of new community facilities. This is a requirement set out in the Planning and Development Brief and is also a requirement of Policy CP23 of Brent's Core Strategy 2010 and policy CF7 of Brent's UDP 2004.

The proposed community uses include:

- French Language Teaching - The school is proposing to form links with nearby community schools to offer support in French language teaching, including access to facilities such as the library. It is proposed that visits from other schools will be on a managed basis during regular school hours. The school is also considering offering adult education classes during evenings and/or weekends. This facility is considered to be of educational benefit of the Borough.

- French Cinema - This facility is proposed within the Council Chamber, showing screenings of French Films to members of the public.

- Paul Daisley Hall - proposed use of the Paul Daisley Hall for indoor sport facilities and use of the drama studio. The use of the external sport facilities is not proposed to be used by the wider community. This is due to the restriction on floodlighting and hours of use due to the close proximity of the external sporting facilities to residential properties. Community access is already provided to outdoor pitches at Ark Academy.

- Dining Hall - to possibly be hired out by the community during weekends and evenings.

5.2 It is recommended that the submission and agreement to a Community Access Plan is secured as part of the Section 106 Agreement. 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 Academies and ensuring rates of hire comparable to similar local authority facilities.

6. Design of the new school

Primary School Accommodation

6.1 The primary school will occupy the eastern half the main wing of the existing Town Hall Building fronting Forty Lane on the lower ground floor. The accommodation will include 8 classrooms, IT room, library, head teacher's office, teacher's room and WC facilities. The primary school will also have access to shared facilities including the outdoor sport pitches and the dining hall which will be contained within the annex.

6.2 As the primary school accommodation will be accommodated within the existing listed building, the main works to convert the building into its new use include internal alterations and the replacement of the windows

on the front elevation of the Town Hall facing Forty Lane. Both the internal alterations and replacement windows require listed building consent. The proposed alterations are considered to not be harmful to the listed building and are discussed in more detail within the report to accompanying the listed building consent application ref: 13/1996.

Secondary School Accommodation

6.3 The secondary school will occupy the remainder of the existing Town Hall building, with a new annex providing additional teaching accommodation and the dining hall. The accommodation within both the existing town hall and annex for the secondary school will include 33 standard classrooms, 3 music & arts rooms, 8 small classrooms, 14 specialist science classrooms, 3 technology rooms, gymnasium, drama studio, multi use space and dining hall. The secondary school will also have its own library and exam/study room. Outdoor sport pitches are also proposed. A number of support and administration facilities will also be provided.

6.4 A number of internal alterations are proposed within the main Town Hall Building to accommodate the secondary school. The key aspects include the conversion of the existing public library accessed off Kings Drive into the secondary school library, conversion of the Paul Daisley Hall into a gymnasium and drama studio, conversion of the Council Chamber into a lecture theatre/multi use space, conversion of the Committee Rooms into exam/study room and the conversion of the Mayor's parlour into the head teacher's office. Full details of the internal works to the listed building are set out within the report that accompanies the listed building consent application ref: 13/1996.

Floorspace of the existing Town Hall Building and proposed annex

6.5 The Planning and Development Brief for Brent Town Hall sets out in section 6.1 that the site has significant development potential of provisionally between 5000sqm and 7500sqm of accommodation dependent upon the use class. The gross internal floor area of the new annex is 4,485sqm is below the suggested range provided within the Planning and Development Brief. The gross internal floor area of the refurbished and retained Town Hall Building is 8,095sqm. The total gross internal floor area of the existing and proposed accommodation is 12.580sqm.

6.6 The application is proposing to demolish the freestanding garages to the rear of the Town Hall Building, the single storey office accommodation formally known as the Town Hall Annexe, and the existing print room. The demolition of these structures is considered acceptable as they are not considered to have a harmful impact upon the listed building or its setting. This is discussed in further detail within the listed building consent application reference 13/1996. The gross internal floor area of the buildings that are to be demolished is approximately 1968sqm**.**

Design and layout of the new annex

6.7 The Planning and Development Brief for the Town Hall provides guidance on the locations within the site that can accommodate new development. The identified locations include the north east of the site behind the main building next to The Paddocks and along the Kings Drive frontage behind the main building. It also states in section 7.6 that a minimum distance of 20m must be maintained between any development and the northern boundary with the residential properties on Kings Drive and The Paddocks.

6.8 The new annex sits within the area identified for potential development as it is located behind the main building on the north east part of the site facing The Paddocks. It will not extend into the 20m separation zone with the northern boundary. The new annex is proposed with an L-shaped footprint located to the east of the Paul Daisley Hall, and will be linked to the Paul Daisley Hall by a light weight glazed canopy. As described above, the annex will accommodate the school dining room at ground floor level and additional classrooms including arts and specialist science classrooms on the upper levels.

6.9 In terms of the scale and massing, the Planning and Development Brief supports in principle new development at three to four storeys high. The new annex is proposed at three storeys high, stepping down to two storeys to the south, taking into account the level changes across the site. The bulk and scale of the annex is acceptable, and is considered to be subservient to the Paul Daisley Hall which is a large imposing mass. When viewed from the Paddocks, the roofline of the Paul Daisley Hall will be visible, helping to reinforce the hierarchy of 'blocks' across the site.

6.10 The architectural treatment of the annex is light coloured brick facings at ground level to provide a degree of consistency with the Town Hall, with a contrasting material at upper levels. The plans originally proposed the use of a dark render. However, both the Twentieth Century Society and the Council's Design &

Conservation Officer raised concerns with the use of dark render. Following discussions with the agent, the eastern elevation of the annex facing The Paddocks has been amended to include dark brick on the upper levels. Both the light and darker bricks are considered acceptable by the Council's Design & Conservation Officer . The elevational treatment of the other elevations are still being considered, but officers have recommended the use of brick slips, so that palette of materials is simple reflecting the simple architecture and materials of the Town Hall. It is therefore recommended that full details of external materials will be conditioned as part of any forthcoming planning consent.

6.11 The Council's Design & Conservation Officer has also raised concerns with the detailing of the windows within the proposed annex, in terms of design and proportions. The window detailing has been amended, and is now considered acceptable by your officers. Revised elevation plans will be available for Planning Committee together with revised details of the guard rail around the roof of the annex. Full details of the design of the windows, guard rails and external appearance of the plant equipment on the roof of the annex are recommended to be conditioned as part of any forthcoming planning consent.

6.12 The annex is not considered to be detrimental to the main Town Hall building or the setting of the listed building. This has been discussed in further detail within the listed building consent application ref: 13/1996.

6.13 The proposed annex has been designed to ensure that it will provide sufficient sunlight and daylight within both the annex and the existing Town Hall Building.

Multi Use Games Areas

6.14 Two multi use games areas (MUGAs) are proposed close to the northern boundary of the site. The larger of the MUGAs, known as pitch A, measures 22m wide and 42m long (these dimensions include run off). This pitch will be used for handball, five a side football and basketball. The smaller MUGA, known as pitch B, measures 18.1m wide by 30.1m long (these dimensions include run off). The pitch will be used for volley ball. Both MUGAs will be enclosed by 3m high weldmesh fencing. There are no objections in principle to the location of the MUGAs. The impact of the MUGAs upon the setting of the listed Town Hall Building is discussed within the listed building consent application ref: 13/1996, and upon the adjoining residential occupiers is discussed in further detail below (section 7.5 to 7.7).

6.15 A 4 x lane 100m running track is also proposed at the front of the Town Hall building. The location of the running track to the front of the building is considered in principle. To ensure that it does not have a detrimental impact upon the setting of the Town Hall further details of the hard surface materials are recommended to be conditioned. This condition has been requested by English Heritage.

6.16 Due to the constraints of the site, not all of the facilities will meet the minimum standards set by Sport England. Sport England has been consulted on the application and has confirmed that they do not wish to make comments.

7. Impact on neighbouring residential occupiers

7.1 The application site abuts the rear gardens of No. 1 Kings Drive, 2 The Paddocks and Little Paddocks which is accessed off Kings Drive. There are level changes between the application site and the rear gardens of these residential gardens. The residential gardens are approx. 0.6m to 1.4m higher than the application site.

The proposed annex

7.2 The new annex is located within the north east end of the site. The nearest residential property to the annex is No. 2 The Paddocks. To ensure that any new building does not have an overbearing appearance in relation to neighbouring properties, SPG17 requires the building envelope to be set below a line of 30 degrees from the nearest rear habitable room window, measured at a height of 2m above floor level. In this case, No. 2 The Paddocks is perpendicular to the application site with a flank elevation facing the Town Hall. There is a bedroom at first floor level with sole outlook from the flank wall. The extension will sit well within a line drawn at 30 degrees from this bedroom window, and as such the annex is not considered to be overbearing or result in undue loss of daylight or sunlight from habitable rooms within No. 2 The Paddocks.

7.3 The impact of the extension upon the adjoining private amenity area is also a consideration. SPG17 requires the height of the development to sit below a line of 45 degree at the garden edge, measured at a height of 2m. In this case, the annex when measured from the rear garden of No. 2 The Paddocks and part of the garden of Little Paddocks will sit well within a line drawn at 45 degrees from the edge of the gardens.

As such the proposed annex is not considered to be overbearing or result in undue loss of sunlight from the rear garden of the adjoining residential properties.

7.4 To ensure that acceptable levels of privacy are maintained to neighbouring properties, SPG17 requires a distance of 10m to be maintained from rear windows to the site boundary and a distance of 20m between directly facing rear habitable room windows. In this case a distance of 20m is provided from the windows within the school extension and the neighbouring dwellinghouse, meeting the requirements of SPG17 had the accommodation been residential. Given that the development would comply with the policy guidance for privacy levels for residential accommodation when the hours of occupancy are likely to be greater, it is considered that the proposed annex will not result in an unacceptable loss of privacy to the adjoining residential properties.

MUGAs

7.5 The proposed MUGAs are located close to the boundary with the properties on Kings Drive and The Paddocks. The surface of the larger of the MUGAs (pitch A closest to Kings Drive) is 1.3m below the ground level of the neighbouring property. The MUGA will be screened from the neighbouring property by a 1.8m timber fence above the existing retaining wall. This provides a total height of 3.1m from within the application site together with screen planting along the boundary. As the height of the fencing around the MUGA is proposed at 3m high, the MUGA will not be clearly visible from the neighbouring property on Kings Drive. The smaller of the MUGAs (pitch B closest to The Paddocks) is separated from the nearest residential property by 1.6m high wall with a 0.7m high fence on top. This will provide an overall height of 2.3m from within the application site. Whilst the top 0.7m of the fencing around the MUGA will be visible from the garden of the property on The Paddocks, it is not considered to result in an undue loss of outlook or be overbearing, as it is no higher than a boundary wall. In addition screen planting is proposed.

7.6 The MUGAs will only be used by the school during normal school hours. No floodlighting is proposed which will naturally restrict hours of use during the winter months and the MUGAs will not be used by the community outside of these hours or during weekend. Despite the restriction in the proposed hours of use and no floodlighting, officers in Environmental Health have advised that there is potential for noise nuisance from bouncing balls and playing children. It is unclear whether the proposed landscaping screen and timber fences are sufficient to limit noise from the MUGAs. In response to this concern, your officer's recommend that a condition is secured for a noise assessment to be submitted which includes recommendations for mitigating noise from the MUGAs. This noise assessment may find that a specific acoustic barrier is more effective than a timber fence.

7.7 Due to the close proximity to neighbouring properties, it is recommended that a condition is secured for the MUGAs to only be used between the hours of 08.00 – 18.00 Mondays to Fridays with the pitches vacated within 15 minutes of these time during normal school hours.

External lighting

7.8 As discussed above no floodlighting is proposed for the MUGAs. Outdoor lighting is however proposed for safety reasons during operational school hours especially in winter months. This includes lighting to the internal courtyard and outdoor space to the north east of the secondary school in the form of surface mounted lighting on the external walls of the building and lower level lighting in the form of bollards. Full details of external lighting including location, timer controls and light spillage diagrams are recommended to be condition as part of any forthcoming planning consent to ensure that the lighting does not have a detrimental impact upon the amenity of residential occupiers**.**

Plant equipment

7.9 The full extent of external plant equipment is yet to be fully detailed. However, mechanical ventilation is proposed to be provided in a number of teaching spaces by in dependant air handling units (AHUs) located on the roof of the main Town Hall building and on the roof of the annex. The use of AHUs is required to meet Section 1 of Building Bulletin 93 (BB93) in relation to acoustic standards in refurbished schools. Supply and extract fans are also proposed to serve the kitchen areas and will be located on the roof of the annex. Officers in Environmental Health have advised that any installed plant equipment should not contribute towards increasing background noise or lead to noise complaints from residential residents. It is therefore recommended that a condition is secured requiring further details of the location of the plant equipment and noise levels.

Proposed hours of use

7.10 The proposed normal opening hours for the school from 7.30am to 6.30pm is not significantly different to the previous use of the Town Hall as the municipal offices for the Council. As a Town Hall the site experienced a relatively high level of activity through the week. The proposed use as a school is not considered to result in significant increase in noise or disturbance compared with the previous use as the Town Hall for Brent Council.

7.11 The Town Hall accommodated various community events including weddings, tea dances and functions during weekends. A community use will still be provided by the French School including adult classes in French Language Teaching during evenings and weekends, screening of French films within the Council Chamber, use of the Paul Daisley Hall for indoor sport facilities and as a drama studio, and possible hiring out of the dining hall for functions during evening and weekends. It is recommended that a condition is secured restricting the hours of use for the overall use of the site between 06.30am to 11pm with the premises cleared within 30 minutes of these hours. The proposed recommended hours are considered acceptable due to the location of the Town Hall building located away from residential properties and the main entrance points and car park located on the Forty Lane frontage.

8. Other environmental considerations

Air Quality

8.1 The site is located within an Air Quality, Management Area and construction has the potential to contribute towards background air pollution levels Officers in Environmental Health have recommended that a condition is secured for a Construction Environmental Management Plan to be submitted outlining measures that will be taken to control dust, noise and other environmental impacts.

Substation

8.2 There is an electric substation on site located at lower ground level within the main Town Hall building. Officers have advised that all necessary measures to ensure that the exposure level from the substation is within the 'International Commission on Non-ionizing Radiation Protection (ICNIRP)' guideline values for electromagnetic fields. It is recommended that this is drawn to the applicant's attention through an informative to any forthcoming planning consent.

Environmental Impact Assessment (EIA)

8.3 The Council issued an EIA screening opinion for the proposal on 23 July 2013 after the applicant requested an opinion under the provision of Regulation 5 of the Town & Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2011. Officers considered the application and are of the opinion that the development does not fall within Schedue 1 of the Regulations but does fall within Schedule 2, being an Infrastructure Project exceeding 0.5ha (Section 10(b) Urban Development). Having regard to the characteristics of the development, its location and potential impact, your officers do not consider that the proposal requires an Environmental Impact Assessment. Further detail on this opinion is given in the Council's letter to the applicant dated 23 July 2013.

9. Inclusive Design

9.1 The new build annex is designed to be fully compliant with Part M of the Building Regulations 2013. This complies with policy 7.2 of the London Plan 2011. Inclusive access will be improved wherever possible within the main Town Hall Building. However there are constraints with the degree of improvements that can be accommodated due to the existing building form and listing status. The inclusive design for the existing building will include a lift access providing access to the showers and changing rooms within the basement, ramp access to the entrance of the Town Hall Building and ramps in corridors reconfigured to suit the new internal arrangements, with a gradient of 1:20, disabled WCs, platform lift to provide access to the drama studio in the Paul Daisley Hall and to the changing rooms, ramp to provide access to wheelchair spaces within the multi-use room/lecture theatre and a ramp on the roof to provide access to the escape stair.

9.2 It is recommended that full details of the inclusive access design and arrangements within the existing building are conditioned as part of any forthcoming planning consent. This will include full details of the design and location of ramps both externally and within the building.

10. Views

10.1 Three specific views are identified within the Planning and Development Brief that requires particular attention when developing proposals for the future of the Town Hall. These include views from Chalkhill Park, west along Forty Lane and east along Forty Lane. The proposal is not considered to have a detrimental impact from these identified views. The new build annex is located behind the Town Hall and will not be visible from these views.

10.2 Refurbishment of the listed building and improvements to the landscape setting are considered to enhance the main frontage. This includes repair and replacement of windows on a like for like basis on the principal elevation facing Forty Lane of the Town Hall, reduction in the amount of car parking on the forecourt, planting of semi mature trees on the forecourt, and planting of formal garden at lower ground level with a perennial and wildflower meadow. Full details are discussed within the transportation and landscape sections below.

11. Ecology

11.1 The application is supported an *Extended Phase 1 Habitat Survey*, which concludes that the site is considered to be of low ecological value but with potential for some protected and notable species and notably the scattered mature trees on the site and yew hedgerow.

11.2 The recommendations within the Habitable Survey suggest that a biodiversity enhancement scheme could be incorporated into the landscape scheme to maximise the ecological value of the site. The loss of the yew hedgerow can be supported as it is poisonous and located in the Primary School external play area, subject to a new habitat being recreated afterwards with suitable species. The retention of trees on site as identified within the Arboricultural Implication Assessment should be protected throughout construction.

11.3 In relation to protected/notable species, it is recommended that a bat survey is submitted and that bat boxes are provided on site. Provision should be made for excavations to be covered overnight or ramped access provided for terrestrial mammals. It is also recommended that vegetation clearance is undertaken outside of nesting bird season. Nest boxes are also recommended. Such details will be conditioned as part of any forthcoming planning consent.

12. Landscaping

12.1 The landscape proposals for the site have been derived by the vision of creating a 'campus' setting that complements the Grade II listed building. The landscape proposal involves three character areas including Secondary School Woodland Gardens and Primary School Play Gardens within the north eastern end of the site fronting The Paddocks, Lawns and Sports Compound within the western end of the site fronting Kings Drive, and Upper and Lower Terraces to the front facing Forty Lane.

Tree Retention and Tree Removal

12.2 There are a large number of mature and high quality trees within the site that contribute towards the setting of the listed building. An Arboricultural Implications Assessment has been submitted which has identified trees to be retained and removed together with measures to protect existing trees during the duration of the construction of the annex and MUGAs. The tree survey identified a small number of trees within Category A which are trees of high quality and value together with a number of trees within category B which are trees of moderate quality and value.

12.3 A total of 56 trees are to be retained together with two further groups of trees. 35 individual trees, three groups and five trees from within Groups 3 and 4 are proposed to be removed to facilitate the proposed development and allow for construction access. A number of other trees are also recommended to be removed for sound arboricultural management regardless of any development proposal. None of the category A trees are to be removed and the majority of Grade B trees will also be retained. All memorial trees within the lower terrace will be retained. Officers in landscape are generally supported of the proposed works but have requested that a London Plane (T96) which is a category B tree is retained and that construction access to the site will need to be reconsidered. This tree is located within the Primary School Play Area. It is therefore recommended that a revised Arboricultural Implications Assessment is submitted that retains T96.

12.4 Details of Root Protection Areas have also been included within the Arboricultural Implications Assessment, recommending a number of measures to protect RPAs during construction including hand only dig areas and protective fencing. It is recommended that a detailed Arboricultual Development Statement is conditioned that sets out the method statements for the protection of retained trees, mitigation construction

works and the recommended supervision.

Proposed Soft landscape works

12.5 The proposed soft landscaping has been designed to protect and enhance the existing biodiversity and to support Brent's Biodiversity Action Plan. Approximately 25 new trees will be planted. The majority of the new trees will be along the northern boundary to provide a green screen from the MUGAs to the adjoining residential properties and within the upper terrace to soften the frontage and provide some shade during the summer months. A few individual trees are proposed along the Kings Drive and The Paddocks frontages to enhance the landscaping along these boundaries.

12.6 In addition to new trees, native buffer planting including a native hedge is proposed together with ornamental hedges, shade tolerant ground cover mix, wildflower and grasses mix and formal lawns. Your officers in Landscape are generally supported of the landscaping proposals but have recommended that full details of soft landscaping are conditioned as part of any forthcoming planning consent.

Proposed Hard landscape works

12.7 The hard landscape materials that are proposed include a variety of textures and colours. Full details of hard surface materials are recommended to be conditioned as part of any forthcoming planning consent in consultation with English Heritage.

13. Flood risk

13.1 As the site is over 1 hectare a Flood Risk Assessment (FRA) is required to be submitted. The Environment Agency initial raised objections for the reasons that the FRA had fail to demonstrate storage for the climate change corrected 100 year runoff, the use of SUDS and reduction of 50% in peak runoff. A response has been provided by the applicant to the Environment Agency. The Environment Agency have since submitted further comments advising that they are able to withdraw their previous objections subject to a condition being secured for a detailed water drainage scheme for the site to be provided. It is recommended that such condition is secured as part of any forthcoming planning consent.

14. Archaeology

14.1 A desk based report has been submitted and reviewed by English Heritage. Having considered the proposals and the accompanying archaeological assessment it is concluded that there is no archaeological interest due to the and absence of recorded archaeological sites in the immediate vicinity, likely extensive disturbance during construction of the town hall and relatively modest scale of the new build.
No further archaeological work is therefore considered necessary.

15. Security

15.1 The scheme has been designed with reference to the 'Secured by Design - Schools Guidelines 2010'. The school has been designed so that the majority of external spaces together with the car park are overlooked by teaching rooms. Additional security measures are proposed which include:

Boundary treatment

15.2 The existing boundary wall along Kings Drive is to be repaired and replaced in part so that when viewed from inside the school site it is a minimum of 1.8m high including railings on top of the boundary wall. This is required to ensure that the scheme is designed in accordance with 'Secured by Design - Schools Guidelines 2010'. Three vehicular gates and one pedestrian gate are proposed along the Kings Drive frontage. Along The Paddocks a large section of the boundary wall is to be replaced with railings on top. One again this is required for security reasons. The entrance of the secondary school is also proposed from The Paddocks. Further consideration of the design of the boundary treatment in terms of the impact upon the setting of the listed building is discussed within the listed building consent application ref: 13/1996. It is recommended that a condition is secured to any forthcoming planning consent requiring full details of the boundary treatments.

Access Control and Building Entrance

15.3 The school will be secured by a conventional key based system with all doors using European Standard locks. Access control readers and doors with maglocks and break glass will be provided within the main entrances, car park , access door between the primary and secondary school, and doors between community

and school areas.

15.4 The existing main entrance to the Town Hall will remain the main entrance for visitors during school hours. Security doors will be provided at the reception area to restrict visitors having access to the rest of the building.

Lighting

15.5 External lighting is proposed to ensure that the strategic locations such as the perimeter gates and building entrances are lit.

CCTV

15.6 CCTV is proposed across the site to be used externally to safe guard the site and buildings, and internally to support pupil safety and behaviour. The CCTV cameras will cover every entrance/exit point on the site and will be co-ordinated with the entrance intercom system. CCTV is also proposed to be installed outside of all pupil WCs to reduce vandalism.

15.7 Full details of the security measures both internally and externally are recommended to be conditioned as part of any forthcoming planning consent. The measures proposed internally will also need listed building consent and will be conditioned as part of the listed building consent application ref: 13/1995.

16. Sustainability

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

Compliance with Brent policies

16.2 In support of the proposal's objective of satisfying Core Strategy policy CP19 *Brent Strategic Climate Change Mitigation and Adaptation* Measures, a BREEAM Preliminary Assessment has been submitted predicting the development would achieve 72.17% which exceeds the minimum requirement for Excellent rating (70%), providing flexibility within the design should credits be lost through the detailed design and construction process. The BREEAM Assessment has only be carried out for the new annex as the refurbishment works being carried out to the listed building and minor and do not fulfil the BRE criteria. This is to be secured as part of the section 106 agreement.

16.3 Brent's UDP 2004 policy BE12 and SPG19 *Sustainable Design, Construction & Pollution Control* 2003 require the submission of a Sustainable Development Checklist; the application is supported by a completed Brent Sustainable Development Checklist which demonstrates a score of 38.8% can be achieved. Given that the refurbishment works to the listed building are limited, it is recommended that a minimum score of 38.8% is achieved for the sustainability checklist. This is to be secured as part of the section 106 agreement.

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

Compliance with London Plan 2011

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

16.6 The application is supported by an Energy Strategy for the New Build Annex. In summary, the proposal meets and exceeds the criteria of London Plan policy 5.2(b) for 25% improvement on 2010 Building Regulations. The proposed energy strategy achieves 32.22% improvement on 2010 regulations.

- Lean measures

16.7 The passive measures include improved u-values for the walls, floors, roof and glazing, solar control glazing and the use of a concrete frame for the new build to provide a reasonable level of air tightness.

16.8 Energy demand will also be reduced through the use of the electrical power factor correction and sub-metering and monitoring, low energy lighting and lighting controls, high efficiency boilers, variable speed pumping for heating/chilled water systems, low specific fan power for mechanical ventilation systems, heat recovery for mechanical ventilation systems, metering and monitoring of systems and low flow water taps and low flush WCs. The ICT equipment will also be coordinated to meet low energy requirements.

16.9 The lean measures will provide a carbon dioxide saving of 8.89%.

- Clean measures

16.10 There are no nearby proposals for district heat and power networks, however the heating system will be designed so it can be connected to any district network should one come forward in the future. This approach is supported by the borough Sustainability officer. The feasibility of combined heat and power (CHP) has been assessed and the applicant has advised that due to the size of the site and the restriction of distribution from this site due its location it is not possible to support a CHP system.

- Green measures

16.11 Different renewable energy sources have been evaluated and discounted with the exception of Photovoltaic Panels. The Photovoltaic Panels will be located on the roof of the new annex and are estimated to save 25.61% of the site's energy demand. The provision of Photovoltaic Panels is supported and they will also provide an education benefit as pupils will be allowed supervised access to the roof to view the panels. They are indeed located above the science classrooms.

16.12 It is recommended that the Energy Strategy and the requirement to achieve a minimum of 32.22% improvement on 2010 regulations is secured as part of the Section 106 Agreement.

Improvements to the existing Town Hall Building

16.13 A number of improvements are proposed to the Town Hall Building including repairing and replacing windows and upgrading lighting to improve the thermal and energy efficiency of the existing listed building. These are discussed in further detail within the listed building consent application ref: 13/1995.

17. Transportation

17.1 This site is located on the northern side of Forty Lane (a four-lane London Distributor road), between its signalised junctions with The Paddocks and Asda/Kings Drive.

17.2 On-street parking along the Forty Lane frontage is prohibited at all times, with a bus stop and associated clearway located in front of the main building entrance. Parking along the Kings Drive and The Paddocks frontages to the site is generally unrestricted, other than on Wembley Stadium event days when permits are required to park between 10am and midnight.

17.3 Neither Kings Drive nor The Paddocks are heavily parked at night, but both tended to experience high levels of daytime parking when the Town Hall was occupied. However, on visiting the site (10.15am, Friday 23rd August), The Paddocks was very lightly parked and although the southern end of Kings Drive was heavily parked (along the site frontage), few cars were parked further north. The Greenway was also very lightly parked.

17.4 Public transport access to the site is very good (PTAL 4-5), with Wembley Park station (Jubilee and Metropolitan lines) and six bus services (83, 182, 206, 223, 245 & 297) within 640 metres (8 minutes' walk).

Car Parking and access arrangements

17.5 A total of 105 car parking spaces (incl. five disabled) are currently marked along the front of the site, with access only via a 6m wide crossover with barriers from Kings Drive and egress only via a 9.5m wide crossover with barriers onto The Paddocks (which is subject to a left-turn only restriction on weekdays between 7am and 7pm). Two further crossovers of 4.8m and 7.3m width on Kings Drive access delivery areas and lock-up garages in the basement and at the rear of the site. The main pedestrian entrance is via a flight of steps from Forty Lane, with further pedestrian entrances from The Paddocks and Kings Drive into the front and rear.

17.6 This application will reduce the number of car parking spaces to 46 marked spaces (incl three disabled),

together with a separate 62m long setting down zone for parents and coaches. Access and egress arrangements to the front of the site are to be retained, but with the crossovers narrowed down to 4.8m with 4m kerb radii (1m radius on the southern side of the Kings Drive access). The two other crossovers from Kings Drive to the rear of the site are also shown retained at a width of 4.8m with kerb radii of between 2m and 4m for use by service vehicles.

17.7 Car parking allowances for the existing and proposed uses of this site are set out in standards PS6 and PS12 of the adopted Unitary Development Plan 2004.As the site is not located in a town or district centre, a relaxed allowance of one space per 150m^2 would apply to the existing office use, although extra allowances could be made for the library, community hall and function rooms. Even so, the existing provision of over 100 spaces exceeds standards. The proposed school would be permitted up to one space per five staff, plus 20% for visitors, giving a total allowance of 23 spaces. The proposed provision of 43 standard width spaces therefore exceeds the maximum allowance by 20 spaces, but represents a significant decrease on the existing provision. On this basis, given that the proposal is also for the change of use of the building rather than comprehensive redevelopment of the site, a relaxation to the parking standard is considered acceptable.

17.8 Nine of the proposed spaces are to be provided with electric vehicle charging points at the outset, with a further five supplied with passive provision, which is welcomed. Full details are recommended to be conditioned as part of any forthcoming planning consent.

17.9 The provision of three wide spaces for disabled drivers (6.5% of the total) is sufficient to satisfy standard PS15.

17.10 Standard PS12 also requires that careful consideration be given to the setting down and picking up of children at the start and finish of the school day. In this respect, a parallel setting down area capable of accommodating eleven cars or three coaches (or a combination thereof) is proposed to be retained along the northern side of the car park, in front of the main building, helping to ensure that parents do not park on surrounding streets.

17.11 The school is also intended to be made available for out-of-hours community activities and the car parking to the front of the site can be used for visitors at evenings and weekends.

Cycle parking

17.12 Ten staff bicycle parking spaces have been indicated at undercroft level, with 68 spaces for pupils (and an identified area to extend this to 90 spaces) indicated alongside the entrance to the upper school from The Paddocks.

17.13 Cycle parking standards require one space per ten staff and one space per ten secondary school students, giving a total requirement for 100 spaces. Space has been shown for this level of provision in secure locations within the site, although 22 of the student spaces are shown only as potential future spaces at this time. It is considered preferable for these to be provided from the outset, and such details are recommended to be conditioned as part of any forthcoming planning consent. Changing, showering and locker facilities are also to be provided for staff, in line with standards.

Servicing arrangements

17.14 Servicing needs to be undertaken to the kitchens and for refuse vehicles. Provision is to be retained to the rear of the site for such vehicles as at present. However, no turning space has been retained within the site for delivery vehicles, leaving them needing to reverse a long distance into or out of the site from Kings Drive. An amendment to the design at the rear to incorporate turning for delivery and refuse vehicles is therefore sought by officers in Transportation and such details are recommended to be secured as part of any forthcoming planning consent.

17.15 Access arrangements otherwise remain largely unaltered, although the applicant will need to meet the cost of the proposed alterations to the widths of the crossovers. In this respect, the kerb radii on both main vehicular accesses need to be at least 4m, not 1m as shown at Kings Drive. Further details of which are recommended to be conditioned as part of the s.278 works.

Transport Assessment

17.16 A Transport Assessment has been produced by TTP Consulting on the applicant's behalf. This has produced estimates of trip generation for the proposed school by different modes. This has used survey

results from two other French Schools in London (École Marie d'Orliac and École de South Kensington) as well as some information from Crest Academy School to determine likely modal spilt. However, professional judgement has then been excerised to arrive at predicted modal share by car of 15% for primary school children, 5% for secondary school children and 28% by staff. This figures are lower than other schools within Brent and your transportation officers have therefore requested more justification for these figures and a senstivity test to be undertaken using higher modal share figures.

17.17 The Transport Assessment goes on to compare estimated trips for the school with surveyed trips for the Town Hall previously undertaken when the Town Hall was still in full operation. This showed a reduction in vehicular movements to and from the site from 636 to 521 vehicle movements per day. However, this needs to be reviewed in light of the above reservations on the modal share split, and also needs to be broken down across the course of the day to identify the impact at morning and evening peak periods. The transport consultant will be providing further information in due course and this will be reported in a supplementary report. This may show an increase in traffic movements at peak times, and if so then the transport consultant will be required to carry out a further assessment of the impact upon the junctions of Forty Lane with Kings Drive and The Paddocks. They will also need to include an assessment of future operation allowing for traffic growth associated with the Wembley redevelopment area. The results will be reported within the supplementary.

17.18 Nevertheless, the consultants have modelled these two junctions in their existing state and both have been found to operate within both peak periods with a high level of reserve capacity. Therefore, it is not anticipated that the revised modelling will identify any capacity problems.

17.19 The transport consultants have also modelled the junction with The Paddocks with the inclusion of pedestrian crossing phases operating when all traffic is held at red. This has also shown that the junction would continue to operate with plenty of spare reserve capacity. Your transport officers therefore support the introduction of pedestrian crossing phases at this junction in principle, subject to the outcome of further modelling as mentioned above. Such works would be secured as part of the s.278 works.

Highway improvement measures

17.20 The Transport Assessment has provided information on accidents in the area over the three year period ending February 2013, and has also provided a PERS audit into the pedestrian environment around the site. There were key concerns over the relatively high number of pedestrian accidents on Forty Lane. The narrow width of footways along Forty Lane to the front of Asda and the lack of pedestrian crossing facilities at the junction with The Paddocks. To help mitigate this, improvements have been identified to ensure that safety of pupils and staff arriving and departing by foot is maintained. The following works are therefore recommended for inclusion in a s.278 agreement:

- Improvements to pedestrian crossing facilities along the Forty Lane frontage of the site to include improvements to the existing crossing facilities at Forty Lane/Kings Drive/Asda junction, new pedestrian crossing facilities at the Forty Lane/The Paddocks junction, and crossing facilities along the length of Forty Lane between the Kings Drive and The Paddocks junctions.
- Siting of a speed camera along this stretch of Forty Lane
- Additional signing for the school including advance warning signs on Forty Lane and The Paddocks
- SCHOOL KEEP CLEAR zig-zag markings and a review of other waiting restrictions along the site frontages together with a review of guardrailing around the site.
- Works to adjust the vehicular accesses.

17.21 The works proposed as part of the s.278 agreement will be conditioned to any forthcoming planning consent, and completed prior to first occupation of the new International French School.

17.22 TfL has raised potential concerns over bus capacity subject to further consideration on the catchment area of the pupils which would allow further identification of bus routes that would be particulatly affected. In the meantime, they have suggested that they would require a sum of money to address overcrowding and to provide additional services. Given the redevelopment of the wider area and the funding opportunities that this would present, the cumultative impacts of this particular proposal is not considered sufficient to justify a contribution.

Travel Plan

17.23 A Travel Plan has been appended to the Transport Assessment setting out a range of measures to reduce car use to and from the site by pupils and staff. This has been assessed using TfL's ATTrBuTE

system but has failed principally due to the shortcomings in the monitoring programme. However, in actual fact, the survey method of using hand up surveys for children is in line with standard practice for schools in London and therefore the only major shortcome with the Travel Plan is that the monitoring timeframe is for three years rather than five years.

17.24 It is therefore recommended that the implementation of the submitted Travel Plan with a minor amendment to the study monitoring period to five years with targets adjusted accordingly be secured as part of the section 106 agreement.

18. Community Infrastructure Levy (CIL)

18.1 Brent's CIL came into force on 1 July 2013. A charging schedule has been produced that sets out the differential rates of CIL to be determined by the land use of a proposed development. This application relates to an education use (use class D1) and has zero charge (£0).

18.2 The Mayor's CIL came into force on 1 April 2012. It also has a charging schedule of £35 per sqm for applicable floorspace in Brent. Once again as the application relates to an education use (use class D1) it has a zero charge (£0).

19. Consultation

Community involvement

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

- Brent Council Planning Service via the Major Cases Forum
- The local community – public exhibition held on 12 June 2013 and letters distributed to approximately 2000 residents in the area.
- Statutory organisations including Brent Council internal departments (Planning Policy, Transportation, Design and Conservation, and Trees and Landscape); Twentieth Century Society, Crime Prevention Design Officer and English Heritage.

19.2 The SCI also summarises the concerns and objections expressed during that process. Your officers are satisfied that the pre-application public consultation—which is not a statutory duty—was carried out properly and without discrimination.

Response to objections raised during the course of the planning application

19.3 A total of 310 residents were consulted on the planning application for the new French International School. This included properties on Barn Hill, Farnborough Close, Forty Lane, Greenhill Way, Kings Drive, The Mount, The Paddocks and Wellspring Crescent. A total of 31 objections have been received from local residents. A table summarising these objections together officer response is provided below:

Point of objection	Response
New access from The Paddocks will be detrimental to highway and pedestrian safety.	No new vehicular access is proposed from The Paddocks. Waiting restrictions and school keep clear zig zags will be provided where suitable in front of the school pedestrian entrances.
Traffic congestion on Forty Lane, The Paddocks, Bridge Road and surrounding roads.	The Transport Assessment shows that there will be no detrimental impact on the junctions of The Paddocks or Asda. A seperate study has been undertaken by Brent Council on the Bridge Road junction with funding having been secured from the Wembley redevlopment area for junction improvements.
Lack of parking for staff, visitors and parents, resulting overspill parking onto	The proposed parking for the school exceeds the Council's parking standards,

surrounding streets that are already heavily parked.	reducing the likelihood of overspill parking. The Town Hall used to generate overspill parking on Kings Drive and The Paddocks, but with Brent Council vacating the building there is now plenty of spare on street capacity.
School buses should not park on surrounding residential roads and should turn their engines off when waiting.	There is a dedicated provision for school bus drop off and pick up within the school grounds.
No new bus stops on The Paddocks.	No new bus stops are proposed on The Paddocks.
Concerned that a prime residential area will be blighted by the presence of a big school, and a French Quarter emerging within the school's vicinity which may adversely affect other communities in Brent.	The new school will provide wider benefits for the local community through a range of community facilities such as adult Frech Language classes and a french film screening.
School should not compromise residential amenity	The opening hours of the school including community access are recommended to be conditioned until 11pm. This time is considered acceptable given the previous use of the building as a Town Hall, and the seperation of the building from surrounding residential properties. No floodlighting is proposed for the MUGAs. A noise assessment is recommended to be conditioned in relation to MUGAs and external plant equipment.
Construction noise and dust	The section 106 agreement will require the applicant to enter into the considerate contractors scheme. An Environmental in relation to air quality is recommended to be conditioned. Environmental Health legislation restricts the hours that noisy works can take place: 8am to 6pm on Mondays to Fridays, 8am to 1pm on Saturdays and at no times on Sundays and Bank Holidays.
Three storey extension facing The Paddocks is out of keeping with the area which is predominantly two storey detached houses.	The size, location and height of the extension (annex) complies with the range of development supported within the Planning and Development Brief.
Council has a biased interest in the application as the Council is the vendor. The views of residents will not be heard fairly.	The council undertook a wide consultation on both the planning and listed building consent applications, together with the application being advertised in the press and site notices. Residents are able to attend the Planning Committee meeting, and do have the opportunity to address the Planning Committee subject to following the required procedures for this.

	The applications will be decided by the Secretary of State rather than the Council. Members will only make a recommendation.
Loss of value to nearby residential properties.	This is not a planning consideration.

20. Conclusions

20.1 In conclusion, it is considered that the change of use of the Town Hall into the International French School together with the associated internal and external alterations, new annex, hard and soft landscape improvement, and highway improvement will have limited degree of impact upon the significance of the Town Hall and its setting, and the surrounding area. It will secure the future use of this local landmark, bringing both heritage and wider public benefits.

RECOMMENDATION: Grant subject to S106 & refer to SoS

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

National Planning Policy Framework 2012
The London Plan 2011
Brent Unitary Development Plan 2004
Brent Core Strategy 2010
Brent Town Hall Planning and Development Brief - Adopted March 2012
Brent Site Specific Allocations (SSA) - adopted 2011
Draft Wembley Area Action Plan (WAAP) dated March 2013.
S106 Planning Obligations SPD - Adopted 1 July 2013
SPG17 "Design Guide for New Development" Adopted October 2001
SPG19 "Sustainable Design, Construction & Pollution Control" Adopted April 2003

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
Employment: in terms of maintaining and sustaining a range of employment opportunities
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
Wembley Regeneration Area: to promote the opportunities and benefits within Wembley
Design and Regeneration: in terms of guiding new development and Extensions

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):

Plan Numbers

WFS.SSA.A31.ALL-GA.GND.000001.A: Site Location
WFS.SSA.A31.ALL-GA.GND.000002.A: As Existing Site Plan
WFS.SSA.A31.ALL-GA.UND.000010.A: As Existing Undercroft
WFS.SSA.A31.ALL-GA.GND.000012.A: As Existing Ground Level
WFS.SSA.A31.ALL-GA-01.000013.A: As Existing Level 1
WFS.SSA.A31.ALL-GA-RF.000015.A: As Existing Roof Level
WFS.SSA.A31.LEG-GA-01.000023.A: As Existing Level 1
WFS.SSA.A31.LEG-GA-02.000024.A: As Existing Level 2
WFS.SSA.A31.LEG-GA-GND.000022.A: As Existing Ground Level
WFS.SSA.A31.LEG-GA-LG.000021.A: As Existing Lower Ground Level
WFS.SSA.A31.LEG-GA-RF.000025.A: As Existing Roof Level
WFS.SSA.A31.LEG-GA-UND.000020.A: As Existing Undercroft

WFS.SSA.A31.ALL-GA.GND.000102.A: As Proposed Site Plan
WFS.SSA.A31.ALL-GA.GND.000112.A: As Proposed Ground Level

WFS.SSA.A31.ALL-GA-LG.000111.A: As Proposed Lower Ground

WFS.SSA.A31.ALL-GA-RF.000115.A: As Proposed Roof Level

WFS.SSA.A31.ALL-GA.UND.000110.A: As Proposed Undercroft

WFS.SSA.A31.ALL-GA-02.000114.A: As Proposed Level 2

WFS.SSA.A31.ANN.ELV-SL.000132.A: As Proposed Annex Elevations 1
WFS.SSA.A31.ANN.ELV-SL.000133.A: As Proposed Annex Elevations 2
WFS.SSA.A31.ANN.ELV-SL.000134.A: As Proposed Annex Elevations 3
WFS.SSA.A31.ANN.ELV-SL.000135.A: As Proposed Annex Elevations 4

WFS.SSA.ANN.ENV-SL.000140.A: Typical Detail Elevatyions and Sections

WFS.SSA.A31.ANN.SEC-SL.000136.A: As Proposed, Daylight Study Sheet

WFS.SAA.A31.LEG.DET-SL.000160.A: Heritage Details - Paul Daisley Hall 1
WFS.SAA.A31.LEG.DET-SL.000161.A: Heritage Details - Paul Daisley Hall 2
WFS.SAA.A31.LEG.DET-SL.000162.A: Heritage Details - Paul Daisley Hall 3
WFS.SAA.A31.LEG.DET-SL.000163.A: Heritage Details - Paul Daisley Hall 4
WFS.SAA.A31.LEG.DET-SL.000164.A: Heritage Details - Paul Daisley Hall 5
WFS.SAA.A31.LEG.DET-SL.000170.A: Heritage Details - Council Chamber 1
WFS.SAA.A31.LEG.DET-SL.000171.A: Heritage Details - Council Chamber 2
WFS.SAA.A31.LEG.DET-SL.000150.A: Heritage Details - Windows
WFS.SAA.A31.LEG.DET-SL.000155.A: Heritage Details - Main Stair
WFS.SAA.A31.LEG.DET-SL.000156.A: Heritage Details - Secondary Stairs

WFS.SSA.A31.LEG.ELV-SL.000030.A: As Existing Legacy Building Elevations 1
WFS.SSA.A31.LEG.ELV-SL.000031.A: As Existing Legacy Building Elevations 2
WFS.SSA.A31.LEG.ELV-SL.000032.A: As Existing Annex Building Elevations
WFS.SSA.A31.LEG.ELV-SL.000130.A: As Proposed Legacy Building Elevations 1
WFS.SSA.A31.LEG.ELV-SL.000131.A: As Proposed Legacy Building Elevations 2

WFS.HTA.A35.EXT.GA.SL.009100.A: Landscape Masterplan
WFS.HTA.A35.EXT.GA.SL.009101.A: Illustrative Landscape Masterplan
WFS.HTA.A35.EXT.SEC.SL.009301.A: Northern Site Boundary Elevation
WFS.HTA.A35.EXT.SEC.SL.009302.A: Site Boundary Elevations and Details
WFS.HTA.A35.EXT.SEC.SL.009303.A: Site Sections A-A

Supporting Documents

Arboricultural Implications Assessment dated June 2013 (Ref: WFS.CBT.A35.EXT.REP.SL.000002A) prepared by CBA Trees
Archaeological Desk-Based Assessment dated June 2013 (Ref: T17401.01) prepared by Wessex Archaeology
Design and Access Statement dated July 2013 (Ref: WFS.ALL.REP-SL.000001.A prepared by Southstudio
Design and Access Statement Appendix - Landscape Strategy and Proposals dated July 2013 (Ref: WFS-HTA-A35-EXT-REP-SL-009800-A) prepared by hta
Design and Access Acoustic Statement v2 dated 16 July 2013 prepared by AECOM
Fire Strategy Report dated 21 June 2013 prepared by Hilson Moran
Energy Strategy for New Build Annex dated 17 July 2013 (Ref: WFS-CBG-A19-ANN-REP-SL-200001-D) prepared by CBG Consultants
Extended Phase 1 Habitat Survey dated June 2013 (Ref: RT-MME-114255-01) prepared by Middlemarch Environmental Ltd
External Noise Assessment dated 19 June 2013 (Ref: WFS-AEC-A45-ALL-REP-SL-000001) prepared by AECOM Limited
Flood Risk Assessment dated June 2013 (Ref: WFS.ENV.RI.EXT.REP.SL.000001) prepared by ENVIRON
Foul Sewage and Utilities Statement dated 15 July 2013 (Ref: WFS.BYG.A0.ALL.REP.SL.D00001.A) prepared by Bouygues UK Limited
Heritage Impact Assessment dated July 2013 (Ref: WFS-NLP-A34-LEG-REP-SL-000002) prepared by Nathaniel Lichfield & Partners
Lighting Assessment dated 19 July 2013 (Ref: WFS.HOL.V4.ALL.REP.SL.D00001.B) prepared by Bouygues UK Limited
Mechanical and Electrical Design Scope prepared by CBG Consultants
Planning Statement dated July 2013 (Ref: WFS-NLP-A44-ALL-REP-SL-000001) prepared by Nathaniel Lichfield & Partners
Site Waste Management Plan dated 1 July 2013 (Ref: WFS.BYG.A0.ALL.REP.SL.D00003.A) prepared by Bouygues UK Limited
Statement of Community Involvement dated July 2013 (Ref: WFS-NLP-A44-ALL-REP-SL-000003) prepared by Nathaniel Lichfield & Partners
Structural Engineering Strategy prepared by Bouygues UK Limited
Sustainability Checklist dated 15 July 2013 (Ref: WFS.BYG.A0.ALL.REP.SL.D00002.A) prepared by Bouygues UK Limited
Transport Assessment dated July 2013 (Ref: WFS.TPP.A43.ALL.REP.SL.000001) prepared by ttp consulting
Tree Survey Report dated May 2013 (Ref: WFS.CBT.A35.EXT.REP.SL.000001) prepared by CBA Trees
Ventilation Statement dated 15 July 2013 (Ref: WFS.BYG.A0.ALL.REP.SL.D00004.A) prepared by Bouygues UK Limited

Reason:

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

(3) The two Multi Use Games Areras (MUGAs) hereby approved shall only be permitted to be used between 08.00-18.00 Mondays to Fridays with the MUGAs vacated within 15 minutes of these times. The development shall operate within these parameters unless otherwise agreed in writing with the local planning authority beforehand.

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

(4) No floodlights or other form of lighting for the Multi Use Games Areas hereby approved shall be installed on site without the prior submission to and approval in writing by the Local Planning Authority. This shall include the specification, manufacturer, lux level, model, direction and the siting of each lamp. Thereafter the lights shall be installed and operated in accordance with the details so approved prior to installation.

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

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

Reason: To safeguard the amenities of the adjoining occupiers.

(6) The facing bricks for the external surface on the eastern elevation of the proposed annex hereby approved shall be a 50:50 mix of Wienerberger Terca Forum Smoked Blanco/Forum Smoked Prata at lower levels and Baggeridge K223 Classic Blue Multi at upper levels as shown in Drawing No: WFS.SSA.31.ANN.ELV-SL.000132.A: Annex Elevation 1 (dated 28 August 2013) unless otherwise agreed in writing by the Local Planning Authority.

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

(7) No works shall commence on site prior to a Tree Protection Plan being submitted to and approved in writing by the Local Planning Authority. These shall include method statements and plans which:

(i) adhere to the principles embodied in BS5837:2011
(ii) indicate exactly how and when the retained trees (including T96 - London Plane), hedges and shrubs on-site or off-site near the site boundaries will be protected during the construction phases; and
(iii) show root-protection zones

Provision shall also be made for supervision of tree protection by a suitably qualified and experience arboricultural consultant and details shall be included within the tree protection statement. The development shall be carried out strictly in accordance with the agreed details.

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

(8) No works shall commence on site until an Arboricultural Development Statement has been submitted to and approved in writing by the local planning authority. Such details shall include:

(i) A schedule of all works to trees on-site to facilitate the development or ensure the health of the tree(s)
(ii) For those areas to be treated by means of any hard landscape works including access roads or MUGAs, provide:

- detailed drawing(s) of those areas to be so treated including identification of root-protection zones;
- details of a no-dig solution for areas within root-protection zones using a cellular confinement system to include a method statement for such works (nb. contractor should demonstrate that they have experience in installing such a system successfully);
- attendance of a qualified and experienced arboricultural consultant during sensitive operations;
- works to trees should be carried out by an Arboricultural Association Approved Contractor in accordance with the latest industry guidance (British Standard 3998:2010); and
- a schedule of materials and samples if appropriate.

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

Reason: To ensure the ongoing health and vitality of the existing trees throughout the duration of the development, in the interests of the occupants and general public and to enable the

Local Authority to monitor such measures

(9) Notwithstanding the plans hereby approved, within three months of commencing works on site, further details of all soft landscape works within the site shall be submitted to and approved in writing by the Local Planning Authority and all areas shown on the approved plan(s) shall be suitably landscaped in accordance the approved details within 12 months of first occupation of the new International French School.

Details shall include:
(a) all planting including location, species, size, density and number incorporating a biodiversity enhancement scheme as suggsted within section 6.2 of the *Extended Phase 1 Habitat Survey* together with a minimum of 25 new trees within the site;
(b) Replacement of yew hedge with a suitable replacement hedge species;
(c) Details of bat boxes (suitable for pipistrelle species) and bird boxes (suitable for house sparrow) and
(d) Details of ramped access for terrestrial mammals if excavations are left open overnight during the construction stages.

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.

(10) A Landscape Management Plan for maintenance of all hard and soft landscape areas shall be submitted to and approved in writing by the Local Planning Authority within three months of the commencement of works on site is to be submitted to and approved in writing by the local planning authority and shall be implemented within a timescale to be agreed.

This should comprise a maintenance schedule and any specific management duties and such details may include:

(i) Regular watering of trees/shrubs, especially during dry periods in the first 2 years of establishment.
(ii) Spot weeding and application of appropriate herbicides or fungicides if necessary.
(iii) Inspection and checking of all plants and for health and/or damage to plants.
(iv) Mowing/grass-cutting regimes to amenity lawns, sports turf, rough grass or wildflower grass.
(v) Loosening of tree ties, mulching, necessary removal of tree stakes and pruning if necessary.
(vi) Necessary pruning, dead heading, trimming, mulching of shrubs.
(vii) Removal of litter, debris or any other detrimental material from all hard and soft landscape.
(viii) Digging over, aerating, composting, mulching application of fertilizer as appropriate to soils.
(ix) Care not to damage any trees or shrubs by strimming and adding protection as required.
(x) Necessary cleaning and repair of all hard materials and elements including permeable paving.

The landscaping shall be maintained in accordance with the approved Landscape Management Plan.

Reason: To ensure the survival and ongoing vitality of, all plants and soft landscape. To ensure the environment for the local community and residents continues to remain pleasant and attractive indefinitely. To prevent any financial loss due to neglect, sickness and/or damage to any plants.

(11) Notwithstanding the submitted plans otherwise approved further details of all hard landscape works within the site shall be submitted to and approved in writing by the Local Planning Authority in consultation with English Heritage. Such details shall include:

(a) full details of all hardsurfaced materials within the site
(b) details of any outdoor furniture such as benches
(c) full details of the repair and replacement of the boundary walls along The Paddocks and Kings Drive including samples of bricks, mortar and coping stones of replacement areas of walls
(d) full details of railings above the boundary walls and vehicular/pedestrian access gates along The Paddocks and Kings Drive including type, height, colour and means of fixing on top of, or behind existing perimeter wall
(e) full details of the timber fence and/or acoustic fence along the northern boundary if identified within the Noise Assessment to be submitted as part of Condition x

Reason: In the interests of the visual amenity of the locality, setting of the listed building and security.

(12) Prior to the commencement of works to the proposed annex, 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 the external plant equipment and extract and supply ducts to the kitchen together with details of the design and material of any screening to the external plant equipment and extract and supply ducts;
(d) the 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 new International French School is occupied.

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

(13) Further details of internal and external security measures for the new school, in accordance with the guidance set out in Secured by Design for Schools 2010 shall be submitted to and approved in writing by the Local Planning Authority, and thereafter fully implemented in accordance with such approved details. Such details shall include:

(a) details of CCTV cameras including location, means of fixtures either on poles or on the external and internal features within the building;
(b) details of access controls within the school both externally and internally together with details of any such measures will be fixed to the existing building.
(c) details of all external lighting including location, method of fixing to existing and proposed buildings, light spillage diagrams in relation to both the site and any overspill light spillage outside of the boundaries of the site with lux levels specified, and means of timing controls.

Reason: In the interest of security and ensuring that the setting of the listed building is not comprised.

(14) No development shall commence on site until a detailed surface water drainage scheme for the site (including a restriction in run-off and surface water storage on site), based on the agreed Flood Risk Assessment has been submitted to and approved in writing by the Local Planning Authority and thereafter fully implemented in accordance with the approved details prior to first occupation of the new International French School. Such details shall include

(a) A clearly labelled drainage layout plan showing pipe networks and any attenuation ponds, soakaways and drainage storage tanks. This plan shall show any pipe 'node numbers' that

have been referred to in network calculations and it shall also show invert and covered levels of manholes.
(b) Confirmation of the critical storm duration.
(c) Where infiltration forms part of the proposed stormwater system such as infiltration trenches and soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
(d) Where on site attenuation is achieved through attenuation ponds or tanks, calculations showing the volume of these are also required.
(e) Where an outfall discharge control device is to be used such as a hydrobrake or twin orifice, this shall be shown on the plan with the rate of discharge stated.
(f) Calculations shall demonstrate how the system operates during a 1 in 100 chance in any year critical storm event, including an allowance for climate change in line with NPPF Technical Guidance. If overland flooding occurs in this event, a plan shall be submitted detailing the location of overland flow paths and the extent and depth of ponding.

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

(15) Activities within the International French School for use by the school and community users hereby approved shall only take between the hours of 0630 and 2300 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.

(16) 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 mat affect them is required to be delated 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).

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

Reason: In the interests of highway and pedestrain safety.

(18) Prior to commencement of development, further details of external materials for the new annex, including samples to be prearranged to view on site and/or manufacturer's literature shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

(a) details of materials and colour/finishes for windows and areas between windows within the eastern elevation
(b) mock sample board to be viewed on site at scale 1:1 of the bricks for the eastern elevation as detailed in condition x together with the proposed mortar.
(c) details of external materials for all external surfaces of the northern, western and southern elevations of the proposed annex (including walls, windows and areas between windows)
(d) mock sample board to be viewed on site at scale 1:1 of bricks or brick slips on the northern, southern and western elevations together with the proposed mortar.

The works shall be carried out in accordance with the approved details and retained thereafter unless otherwise agreed in writing by the Local Planning Authority.

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

(19) Priort to any works commecing on site. a bat survey shall be carried out and submitted to and approved in writing by the Local Planning Authority. All recommendations within this report shall be followed unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of ecology and species protection.

(20) Details of the roof plan showing the areas of the proposed photovoltaic panels (including the size, location and orientation of the 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 within twelve months of first occupation of the new International French School and shall be retained thereafter unless otherwise agreed in writing with the local planning authority beforehand.

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

(21) Within three months of the commecement of works on site, an assessment of the impact of the noise from the Multi Use Games Areas on nearby residential properties shall be undertaken and submitted to the Local Planning Authority for approval. The assessment shall include recommendations to ensurte that the nearby residents are afforded adequate noise protection. The approved recommendations shall be fully implemented prior to first use of the Multi Use Games Areas hereby approved.

Reason: To protect the amenity of nearby residents.

(22) Within three months of the commecement of works on site, an assessment of the noise level from any installed plant (such as air handling units, generators, ventilation/extraction systems) together with any associated ducting, achieving 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises, shall be undertaken and submitted to the Local Planning Authority for approval. The method of assessment shall be carried out in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. If the predicted noise levels of the plant exceed those specified within this condition, then a scheme of insulation works to mitigate the noise shall be included. The recommendations provided within the noise assessment together with any required mitigation measures shall be carried out in full accordance with the approved details prior to first use of the plant equipment hereby approved.

Reason: To protect that users of the surrounding area do not suffer a loss of amenity by reason of noise nuisance.

(23) Prior to commencement of any works on site, a Construction Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be undertaken to control duct, noise and other environmental impacts of the development. The identified measures shall be fully adhered to throughout all stages of construction.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

(24) Full details of all external ramped accessed both to the listed Town Hall Building and proposed annex together with any alterations to existing ramped accesses including details of the design and material of the railings, length and surface treatment of the ramp, gradient, and means of fixture to the listed building shall be submitted to and approved in writing by the Local Planning Authority within three months of the commencement of works on site. The scheme shall be carried out in full accordance with the approved details and installed prior to first occupation of the new International French School.

Reason: In the interest of providing inclusive access and in the interests of the character and setting of the listed building.

(25) Full details of the replacement windows within the listed Town Hall Building shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

- Details of all window elevations to be replaced, at scale of 1:10 or with all dimensions clearly annotated.
- Show a cross section at scale 1:5 or with all dimensions clearly annotated through the transom, showing the relationship of opening and fixed lights and details of reveals.

Reaon: In the interests of preserving the setting of the listed Town Hall Building.

(26) Details of the colours and finishes for the means of enclosure and the rest of the associated MUGA structure together with details of the external surface of the MUGAs shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced on site and thereafter the MUGAs shall be constructed in accordance with the approved details.

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

(27) Prior to commencement of development, appropriate arrangements showing details of the scope of the highway works and associated junction modelling around the site including a plan shall be made in writing with the Local Planning Authority. The works shall include:

- Improvements to pedestrian crossing facilities along the Forty Lane frontage of the site to include improvements to the existing crossing facilities at Forty Lane/Kings Drive/Asda junction, new pedestrian crossing facilities at the Forty Lane/The Paddocks junction, and crossing facilities along the length of Forty Lane between the Kings Drive and The Paddocks junctions.
- Siting of a speed camera along this stretch of Forty Lane
- Additional signing for the school including advance warning signs on Forty Lane and The Paddocks
- SCHOOL KEEP CLEAR zig-zag markings and a review of other waiting restrictions along the site frontages together with a review of guardrailing around the site.
- Works to adjust the vehicular accesses.

The use authorised by this permission shall not be 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.

Reason: In the interest of highway and pedestrian safety.

(28) Within six months of commencement of works on site, further details of the design of the rear service yard is submitted to and approved in writing by the Local Planning Authority to incorporate turning for delivery and refuse vehicles. The approved layout shall be implemented prior to first occupation of the new International French School, and thereafter permanently retained unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of highway and pedestrian safety.

(29) Prior to occupation of the new school, further details of electric vehicle charging facilities shall be submitted to and approved in writing by the Local Planing 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.

(30) Prior to occupation of the new school, further details of 100 bicycle parking spaces to be provided at the outset shall be submitted to and approved in writing by the Local Planing 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.

INFORMATIVES:

(1) The applicant is advised that there is an electric substation on site. All necessary measures should be undertaken to ensure that the exposure level is within the 'International Commission on Non-ionizing Radiation Protection (ICNIRP)' guideline values for electromagnetic fields. For further advice the applicant should contact Chris Taylor in Environmental Health on 020 8937 5252 or at christopher.taylor@brent.gov.uk.

Any person wishing to inspect the above papers should contact Victoria McDonagh, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5337