

Committee Report
Planning Committee on 11 December,
2013

Item No.

07

Case No.

13/2903



Planning Committee Map

Site address: Preston Park Primary School, College Road, Wembley, HA9 8RJ

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This map is indicative only.

RECEIVED: 20 September, 2013

WARD: Preston

PLANNING AREA: Wembley Consultative Forum

LOCATION: Preston Park Primary School, College Road, Wembley, HA9 8RJ

PROPOSAL: Demolition of existing dining room and kitchen block and the erection of a new two storey class room block incorporating replacement dining room and kitchen, a single storey extension to the existing nursery/reception year block, the removal of three temporary class room huts, increased cycle storage, new fencing, new landscaping, and the creation of a larger reception rear playground.

APPLICANT: Brent Council (Mr Henry Holman)

CONTACT: Curl la Tourelle

PLAN NO'S:
See condition 2

RECOMMENDATION
Grant consent.

CIL DETAILS

As this is an application for an extension to a school it is not liable for Mayoral or Brent Community Infrastructure Levy (CEIL).

EXISTING

Preston Park Primary School is located on College Road, in the north west of the borough. The site is bound by residential gardens on all four sides. College Road and Glendale Gardens make up the south and western boundaries and Grassmere Avenue to the north and east. The residential properties are almost exclusively two-storey. The existing school buildings are situated in the middle of the site and the main entrance is from College Road. There is a secure fence running in front of the school with entrance to a car park in the middle. There are two access controlled pupil gates. Four additional manually locked gates are located around the perimeter. There is also separate vehicle access and gates to the area in front of the kitchen which serves as refuse area and school service yard.

The current kitchen/dining building is in disrepair and appears to be of single brick work construction with no thermal insulation. It is located several steps up off the ground and is, therefore, not easily accessible.

The main school building dates from the 1930s and reflects the suburban vernacular style of the period with brick work at ground floor and vertically hung clay tiles roof at first. The timber windows are filled with small glass panes. The scale of the main school buildings as seen from College Road is in keeping with the domestic scale of the surrounding suburban housing. The school buildings behind this administration building are much taller, allowing for larger rooms and better light for classroom conditions. The larger building also provides two hall spaces with high ceilings. Roofs are a mixture of pitched and flat.

A number of additions were made to the school in the 2000s. A small single-storey/double height extension constructed to the left hand side of the main administration building, a single storey nursery/reception year building and the single storey children's centre.

There are five temporary class room huts located within the school grounds. One is in very poor condition and is to be removed. There are four other temporary huts arranged as if in a village in front of the reception/nursery building. These are in good condition and the landscaping around them is well maintained.

Two of these huts are to be retained.

The school has well-tended ground with an exception habitat garden with adjoining outdoor science classroom. The school has its own bee hives. It also has a farm with goats and chickens and a World War II air raid shelter that has been made into a school museum. This is in addition to the standard soft and hard playground area normally expected in a school.

PROPOSAL

Demolition of existing dining room and kitchen block and the erection of a new two storey class room block incorporating replacement dining room and kitchen, a single storey extension to the existing nursery/reception year block, the removal of three temporary class room huts, increased cycle storage, new fencing, new landscaping, and the creation of a larger reception rear playground.

HISTORY

Relevant planning history:

- | | |
|------------|--|
| 23/07/2010 | Planning permission granted for the erection of a single-storey detached building to provide a children's centre (Ref: 09/3210). |
| | |
| 22/04/2009 | Planning permission granted for the erection of a two storey extension located in the school's internal courtyard to provide a lift and new toilets at ground and first floor level (Ref: 09/0288). |
| | |
| 03/10/2008 | Planning permission granted for the erection of an additional temporary classroom (Ref: 08/1849). |
| | |
| 14/08/2007 | Planning permission granted for the erection of an additional temporary classroom (Ref: 07/2094). |
| | |
| 29/07/2005 | Planning permission granted for the demolition of 2 portable buildings and part of existing main building erection of two-storey extension and new separate single storey nursery/reception year building, provision of new pedestrian access to College Road, play areas, landscaping and modification to car park to provide 22 spaces (revised version of scheme approved under planning permission ref. 05/0040) (Ref: 05/1826). |

POLICY CONSIDERATIONS

National Planning Policy Framework

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

of sustainable development in both plan making and decision making and its publication.

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

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

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

London Plan 2011

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

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

Objective 1: A city that meets the challenges of economic and population growth.

Objective 2: An internationally competitive and successful city.

Objective 3: A city of diverse, strong, secure and accessible neighbourhoods.

Objective 4: A city that delights the senses.

Objective 5: A city that becomes a world leader in improving the environment.

Objective 6: A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities.

Key policies include:

Social Infrastructure

3.16 Protection and Enhancement of Social Infrastructure.

3.18 Education Facilities..

3.19 Sports Facilities.

London's Response to Climate Change.

5.1 Climate change mitigation.

5.2 Minimising carbon dioxide emissions.

5.3 Sustainable design and construction.

5.7 Renewable Energy.

5.8 Innovative energy technologies.

5.9 Overheating and cooling.

5.10 Urban Greening.

5.11 Green roofs and development site environs.

5.13 Sustainable Drainage.

London's Transport

6.3 Assessing effects of development on transport capacity.

6.7 Better streets and surface transport.

6.9 Cycling.

6.10 Walking.

6.13 Parking.

London's living places and spaces

7.2 An inclusive environment.

7.3 Designing out crime.

7.4 Local Character.

7.5 Public realm.

7.6 Architecture.

7.14 Improving air quality.

7.15 Reducing noise and enhancing soundscapes.

7.19 Biodiversity and access to nature.

7.21 Trees and woodlands.

London Plan SPG

The Mayor's Transport Strategy (May 2010)

Sustainable Design and Construction – Supplementary Planning Guidance (2006)

Accessible London: achieving an inclusive environment (April 2004)

Planning for Equality and Diversity in London (October 2007)

Local Policy

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

Brent Unitary Development Plan 2004

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

Strategic

STR5 Reduces the need to travel, especially by car.

STR6 Parking controls.

STR12 Planning decisions should protect public health and safety and in particular, support the achievements of targets within the National Air Quality Strategy.

STR13 Environmentally sensitive forms of development will be sought.

STR14 New development should make a positive contribution to improving the quality of the urban environment.

Built Environment

BE2 Townscape: Local Context & Character

BE3 Urban Structure: Space & Movement

BE4 Access for Disabled People

BE5 Urban Clarity & Safety

BE6 Public Realm: Landscape Design

BE7 Public Realm: Streetscape

BE9 Architectural Quality

BE12 Sustainable Design Principles

Transport

TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.

TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.

TRN4 Measures to make transport impact acceptable.

TRN10 Walkable environments.

TRN11 The London cycle network, schemes should comply with PS16.

TRN12 Road safety and traffic management.

TRN13 Traffic calming

TRN14 New highway layouts, visibility splayed and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance.

TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.

TRN30 Coaches and taxis should be accommodated to ensure unloading or alighting does not obstruct the highway.

TRN35 On transport access for disabled people and people with mobility difficulties states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.

PS12 Car parking standards – Class D1.

PS15 Parking standards for disabled people.

PS16 Cycle parking standards.

Open Space, Sport & Recreation

OS9 Dual Use Open Space.

Community Facilities

CF8 School Extensions.

CF10 Development Within School Grounds.

Brent Core Strategy 2010

The following spatial policies are considered relevant to this application:

CP 1 Spatial development strategy. This sets out the spatial strategy, outlining where growth is to be focused.

CP 5 Place making. Sets out requirements for place making when major development schemes are considered.

CP 6 Design & density in place shaping. Sets out the requirements for appropriate design and density levels for development.

CP 15 Infrastructure to support development. Requires that the infrastructure requirements of new development are met.

CP18 Protection and enhancement of Open Space, Sports & Biodiversity. Protects all open space from inappropriate development. Promotes enhancements to open space, sports and biodiversity, particularly in areas of deficiency and where additional pressure on open space will be created.

CP 19 Brent strategic climate mitigation and adaptation measures. Highlights the need for new development to embody or contribute to climate mitigation objectives, especially in growth areas.

CP 23 Protection of existing and provision of new community and cultural facilities. Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community facilities.

Brent Supplementary Planning Guidance

SPG 17 "Design Guide for New Development" Adopted October 2001. Provides comprehensive and detailed design guidance for new development within the borough. The guidance specifically sets out advice relating to siting, landscaping, parking, design, scale, density and layout.

SPG19 "Sustainable Design, Construction & Pollution Control" Adopted April 2003. This supplementary planning guidance focuses on the principles and practice of designs that save energy, sustainable materials and recycling, saving water and controlling pollutants. It emphasises environmentally sensitive, forward-looking design, and is consistent with current government policy and industry best practice, aiming to be practicable and cost-effective.

CONSULTATION

Local Consultation

Consultation letters were sent out to 291 neighbouring properties on the 15/10/2013 including properties in College Road, Grasmere Avenue, Glendale Gardens, Longfield Avenue and Woodford Place. The South Kenton and Preston Park Residents Association and Ward Councillors have also been consulted. The application has also been advertised in the press (24.10.2013) and through site notices (07.11.2013).

2 objections have been received from local residents. A summary of the matters raised along with the officer's comment are set out in the table below:

Grounds of objection	Officer Comment
Local streets already suffer from congestion at the beginning and end of the school day. The proposed expansion of the school will only exacerbate the situation.	The school currently has a 'gold standard' Travel Plan in operation. As such, it is acknowledged that the school is proactively working very hard towards reducing car use amongst staff and parents. However, as a significant school expansion is proposed, the Travel Plan needs to be reviewed and revised targets need to be set to mitigate the proposed increase in the number students and staff. Data from other Brent schools indicate that the required shift from car use to other modes of transport to make this expansion acceptable is possible. This is dealt with in more detail in the Remarks section of the report.
Preston Park is a great school but any expansion should be accompanied by improvements to local infrastructure such as roads, pavements, parking, soft verges, yellow lines and improved traffic management in College Road, Carlton Avenue East & Glendale Gdns.	Advice from colleagues in Transportation is that in their assessment, the impact of the expansion on surrounding streets can be mitigated through a revised travel plan and that there will be no requirement to modify junctions. The only infrastructure works they are requesting is the removal of redundant crossovers along the schools College Road frontage and the installation of guard-railing to the front of the widened pedestrian access.

A reply has also been received from a neighbour not wishing to object to the proposal but making the

following comment:

Comment	Officer Response
If the application to extend Preston Park is approved will the use of the former Preston Library in Carlton Avenue East as a temporary primary school cease and what are the prospects of it reopening as a library.	There are no plans to reopen this building as a library. The authorised use of the former library remains D1 (community uses) and any alternative use of the building not falling within that use class would require planning permission.

Other Consultee comments

Environmental Health - No objections subject to conditions requiring further details of:

- (i) Kitchen ventilation/extraction system
- (ii) Noise insulation measures
- (iii) A construction & demolition method statement
- (iv) An informative advising of the possibility of contamination being present on site.

Transportation - This proposal can be supported on transportation grounds, subject to:

- (i) the submission and approval of a revised School Travel Plan for the site, setting more onerous targets of no more than 10% of pupils and 20% of staff travelling to the site by car alone, to be achieved across a five-year period. Reason: to mitigate and adverse impact arising from increased traffic and parking demand in the area as discussed above;
- (ii) reinstatement of all existing crossovers to the site from College Road to footway and installation of guard railing to the front of the widened pedestrian access at the applicant's expense prior to occupation of the development.

Landscape/tree officer - No objections to Landscape elements of this scheme, which have all been agreed prior to the submission of the application. Tree species shown for new planting are all acceptable.

Community Involvement

During the development of the design a range of stakeholders were consulted.

School Community

The scheme has been developed through discussion and continual involvement with the school's steering group consisting of the head teacher, senior staff and several parent governors. A series of engagement meetings took place where alternative options were reviewed with the school early in the process.

Local Community

Pre-application public consultation meeting was held on 16/09/13 where drawings were displayed and the scheme was explained to the public within the context of the wider expansion programme. The Chair of the School Governors attended the session and a dozen local residents dropped-in. A Local Councillor also attended. Feed-back and comments were recorded. See below, Traffic section.

Professionals

The guidance of the following professional consultants has also been sought as part of the design process:

- 1 Planning Case Officer

- 2 Tree Officer - ref to supporting information
- 3 Crime Prevention Design Advisor
- 4 Highways - ref to supporting information
- 5 Building Control Officer.

REMARKS

Introduction

Preston Park Primary School is a community school located in the north west of the borough. It provides school places to 630 boys and girls between the ages of 4 – 11. There is also a nursery with 60 part time places.

Currently, the demand for school places in Brent, as with many outer London boroughs, is increasing. The demand for primary places in the north of the borough specifically has led to the proposal to expand Preston Park Primary School. Therefore Brent Council in partnership with the Governing Body of Preston Park Primary School is proposing to expand the school by one form of entry. The expansion will provide an additional 30 places in each year group (210 new primary places in total). At full capacity the school will have 840 places (Reception to Year 6).

The school currently runs several temporary classes and a temporary satellite provision. Therefore the school already provides 810 places (630 permanent and 180 temporary). This proposal is to make all 840 places permanent places as demonstrated below.

The current places in the school 2012/13 academic year

	Reception	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Permanent	90	90	90	90	90	90	90	630
Temporary	60	0	30	0	30	30	30	180

The available places in the school by 2019/20 academic year

	Reception	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Total
Permanent	120	120	120	120	120	120	120	840
Temporary	0	0	0	0	0	0	0	0

The proposal

Brent Council is proposing to expand Preston Park Primary School, College Road, Wembley, HA9 8RJ by one form of entry (210 additional places), taking the school capacity from 630 permanent places (Year R – Year 6) to 840 permanent places (Year R – Year 6). The school will continue to provide a nursery with 60 part time places.

The expansion of the school is intended to commence in September 2014 with an increase of 30 permanent places per academic year at Reception age.

The proposed accommodation for the expansion by one form of entry would be of a permanent high quality construction linked to the main school building. It will be built to optimise educational standards.

A Pre planning consultation was held at the school on 16 September from 4pm - 7pm to enable local residents and parents to review the project proposal and highlight any issues or concerns prior to planning submission. Overall comments were positive with residents recognising the demand for places.

The growing number of primary school pupils

The number of children seeking a primary school in Brent is increasing year on year. This is due to several factors e.g. the renewed popularity of Brent schools, the inward migration of families into the borough, the new housing developments throughout the borough attracting new families and the rising birth and fertility rates. As a result, in areas of high demand there are insufficient school places.

New primary school places

In June 2011 the Local Authority consulted with all primary schools in the borough to explore the possibility of increasing the number of school places. It has been evident that the demand for Reception places would be greater than the number of available places. This assessment was based on the number of on-time and ad hoc admissions applications received by the Local Authority, the current forecast of student numbers and local factors such as feedback from schools.

Subsequently, the Local Authority reviewed capacity constraints at all primary schools and identified the maximum need for school places in the local areas. Discussions took place with schools which were suitable and willing for expansion. This was followed by an initial feasibility assessment.

Since 2005 the Local Authority has analysed the increased demand for school places and created a programme to increase primary places through permanent expansion of schools and temporary classes. The table below demonstrates how many permanent and temporary primary places have been created since September 2006.

Total number of additional places (Reception to Year 6)	Permanent places(Reception to Year 6)	Temporary places(Reception to Year 6)
4164	3423	741

Despite adding new places, there remains a shortfall of Reception places in the borough. As at 11 January 2013, there were 201 primary aged children without a school place for the 2012/13 academic year. Of which 54 were Reception age (4 years old).

The need for more primary school places in the future

In August 2011, Brent Council carried out a review of primary school places which estimated that an additional 15 forms of entry (15FE) will be required in Brent by 2014/15 - an estimate of 450 places in each year group. The pressure of increasing demand is already evident with few places available in Brent's 60 primary schools. Brent Council is supportive of the proposed expansion of Preston Park Primary School to help address the shortage of primary school places.

Demand continues to increase in the north of the borough and a permanent increase from 3 to 4 forms of entry will help satisfy some of that demand. It is also anticipated that the increased demand for primary school places will eventually create a shortage of secondary school places.

The rising demand for primary school places is posing a serious challenge in Brent. Brent Council is working closely with local schools and together we are doing everything we can to provide more places for the borough's pupils. Over the next four years, we will be investing around £90 million with aim of offering a primary place to every local child who needs one.

Size

The planned increase in capacity from 3 Form Entry (FE) up to 4FE, results in an increase in pupil numbers from c630 to 840, with a staff number of 128. To calculate the additional area requirements, a schedule of accommodation was developed in accordance with the Department for Education Baseline Primary School Designs. This represents the recommendations in Building Bulletin 99 minus 5%, which are current reductions required for cost savings.

The existing buildings have a gross internal floor area of approximately 4059m² (including temporary buildings of 720 m²).

The proposed extension has a gross internal floor area of 1556.2m². The area of existing demolished accommodation is 685.1m² (including 2 temporary buildings @ 282 m²); the extensions therefore represent a net increase of 871.1m² gross internal floor area.

Layout

The siting of the new buildings has been designed to have minimal impact on the wider site. At the same time, it creates appropriate adjacencies between learning areas. The layout of the new dining hall/KS2 classroom block enables all children to access the new dining room from circulation areas. It also enables the children to get to the playgrounds after lunch without going through learning areas. The kitchen is still located adjacent to the road, enabling efficient receipt of deliveries and secure line separation between kitchen staff and children. The layout also enables the after school club to be securely located in the dining room. The Dining Room and Kitchen could be used by the community out-of school hours while the rest of the school is effectively shut.

The Y5 and Y6 pupils have a positive learning environment provided in the new building with pairs of Y5 classrooms on ground and first floor and the four Y6 classrooms on the first floor. There are Group Rooms on each floor as well as WCs. Additional accommodation in the new building comprises

- A senior management office
- ICT office and store
- Specialist Teaching room
- Food Bay area in the Dining Room

WC accommodation is configured to ensure adequate provision to the new spaces in accordance with the Education (School Premises) Regulations 1999. WCs are organised to provide proximity to the classrooms and the dining hall. Two new AC/staff toilets are also provided entered directly from the corridor.

As has been described above, the proposed scheme for the additional Reception classroom maintains the correct adjacency between the nursery and its playground and the important sightlines from the interior. The new winter garden linking the Reception classrooms, provide additional indoor/outdoor resource teaching area. Other improvements assist the staff; there is now a door to access the kitchen from the winter garden negating the need for the staff to pass through the nursery. An additional staff toilet has also been provided for the same reason. Some remodelling in the existing Reception is proposed, primarily to bring the areas up to standard, to rationalise the entrances to the east and create a better sense of enclosure within each classroom, as currently they are open to one another.

Security

The Crime Prevention Design Advisor was consulted on the proposals and the applicants have taken on board their comments as far as possible. All doors will have locks that comply with Appendix A of Secured By Design Document. Cycle store is out of site of the main road. In particular the pupil security at Preston Park is robust with a double set of gates at under the canopy allowing the Hall to be accessed while the access to the rest of the school and playground is secure. During the school day, the first set of gates can be closed and access would be open between the existing school building and the new build.

Scale

It was understood from an early stage in the consultations with the key stakeholders that retention of as much of the existing playing areas/fields was of utmost importance. With the size of extra accommodation required this necessitated a new two-storey block. With the inclusion of a dining space and to comply with relevant national guidance for the design of schools with respect to day light etc, classroom heights all inform the size and height of the building.

The new build extension facade size is bigger than the original building front facade. However the 1930s street frontage has been purposely designed to a domestic scale to reflect the surrounding residential proportions, whilst the other elevations are of a more traditional 2 storey building scale. This domestic scale of the existing building facing College Road has been achieved by placing non-teaching spaces, ie administration, in this part of the building. The new building scale closer resembles that of the back of the 1930s building, in order for it to be fit for purpose. From the street, however, the new build seems to embed in the landscape, which is due to the finished ground floor level having been dropped to allow accessible passage between the buildings. The building is, therefore, literally lower which helps to reduce its presence from the street.

Landscaping

The outdoor environment is equally important, for both education and social activities. The existing play areas are retained. Preston Park Primary has an established, extensive outdoor teaching space that includes an allotment, school farm and various different habitats. It was therefore proposed that any landscape proposals

would be within close proximity of the new builds.

The climbing planting on the façade is to mirror the wisteria planting on the 1930s street façade. The planting will include Virginia creepers, wisteria and flowering, climbing hydrangeas, the purpose of these plants is to create seasonal interest.

There are a number of trees that need to be removed in order to establish the improved pupil route to the entrance and service yard. Eight total trees are to be removed (all Category C or below) and nine trees total are to be planted. Tree protection measures have been proposed which are considered acceptable by the Council's Tree Officer.

Appearance

The material palettes for both the main new building and the new reception classroom are different and have been developed in discussion with the school steering group to best complement the context of surrounding buildings.

The main new building is faced with brick at ground level, render at first floor level and also has areas of climbing planting. The change of material between the ground and the first floor relates to the change in material at the same level of the existing building, where it changes from brick to vertically hung clay tiles. A restrained palette of red brick and red/brown render is proposed to match and complement the existing brick palette. The new building is set lower in the ground than street level which helps to reduce its impact on the street scene.

From the street, the pupil entrance will be more legible. A timber screen with lettering on it leads to the entrance gates. The timber fence also screens the bins and service yard area. The entrance to the playground is wide and clearly identifiable. A new canopy acts as the connection from the new and the old, and also clearly marks the entrance: helping with the legibility of the school from the street.

The canopy provides protection from the elements when pupils are moving to and from the dining room. This wide covered entrance will also serve as a waiting area for parents and a safe pick up point in the evening for children at the after school club. It is made of galvanised steel frame with translucent polycarbonate covering.

The reception extension will be single storey matching the existing nursery building. It will be rendered blue to match the blue of the existing metal cladding but rendered to match the materiality of the children's centre building. Windows are to match existing.

Impact of new buildings

All the proposed new buildings meet the relevant guidelines set out in SPG17 in terms of its impact on the residential amenities of surrounding neighbours. The only property most effected is the existing care takers house which fronts College Road and will be adjacent to the new two storey block. This block replaces the existing dining room kitchen block and while significantly larger the new block is considered to have an exceptional relationship to the caretakers house.

Access

The new extensions will be designed to comply with Part M of the Building Regulations and the DDA regulations. All new entrances/exits are provided with level or ramped threshold routes. A platform lift is provided in the new two-storey building.

Community Access

It is proposed that the hall will be used within the community, there is also an established after school club. A condition is proposed requiring the submission of a community access plan.

BREEAM and Energy

As well as meeting the design targets set-out in BB101, the buildings have been designed to target BREEAM 'Very Good' standard. The buildings will be economical in use of energy and resources and are designed to be flexible in use and adaptable to future change.

Some of the low energy and environmentally positive measures that the buildings adopt are

- Natural ventilation to all classrooms
- Heat recovery throughout
- Night-time cooling through phase change board to naturally ventilated areas
- BREEAM 'A' rated materials
- Surface water attenuation
- PV Cells on roof (see section below)
- Low-E glazing to relevant doors and windows in addition to solar protecting glass to south facing elevations
- Low u-values commensurate with BB101 recommendations
- Maximising natural day lighting
- Sensor-switching to lights with manual override in teaching areas and offices

The energy strategy adopts London Plan 2011 and the proposed strategy provides an overall Carbon Emissions savings of 8.7T CO₂/annum approximately contributing to a 25% overall onsite Carbon reduction. These targets have been achieved in the scheme through proposing best practice U-value for the building fabric, optimising natural daylight, using natural ventilation through the use of passive ventilation where possible (offices, staff room areas and group rooms will all be mechanically ventilated), any mechanical ventilation will be installed with heat recovery and energy efficient heating. To ensure the carbon reduction, it is proposed that 50m² of photovoltaic cells along with Lean savings will satisfy the GLA target of 25% reductions.

Highways

This site is located on the eastern side of College Road, about 100 metres north of its junction with Glendale Gardens. College Road has traffic calming features and operates in a one-way direction northwards.

The site is occupied by a three-form entry primary school (630 pupils), with an attached nursery for up to 60 children. However, previous planning consent has been granted for temporary portable classroom blocks (refs: 07/2094 & 08/1849) to accommodate bulge years, which means the school currently caters for 810 pupils. There are a total of 112 staff employed at the school at present. There is also a Children's Centre on the site.

The main access is from College Road, comprising a gated vehicular access that serves a 20-space (incl. one disabled) car park and two pedestrian entrances on either side of the vehicular access. There are two further crossovers onto College Road to the south – one serving a refuse compound and the other a further gated access for service vehicles. A secondary 3m width (plus 2m margins) rear access is also available onto Grasmere Avenue for emergency vehicles, although this is generally closed with alleygates.

This application involves the demolition of the existing single-storey dining hall and kitchen block at the southern end of the site and the erection of a new two-storey block, incorporating a replacement dining hall and kitchen, eight classrooms, smaller group rooms and toilets in its place. A single-storey extension to the existing nursery/reception block is also proposed to provide an additional classroom.

As a result of these extensions, the school will increase to four-form entry (840 pupils); with the nursery still accommodating 60 children. The staff total will increase to 128.

Four new bicycle shelters are proposed within the site, accommodating up to 67 bicycles (plus provision for a further 20 scooters), in addition to the existing 12-space shelter. No alterations to car parking or vehicular access are proposed though, although the two crossovers to the southern end of the site will be rendered redundant by these proposals, with refuse and delivery vehicles using the car park area to load/unload in future instead.

The rear emergency access for the school from Grasmere Avenue will be retained and Autotrack runs for service and emergency vehicles entering, turning and leaving the access in this location have been provided.

The southernmost of the two existing pedestrian accesses from College Road is also to be widened to 4.5m to act as a side entrance for out-of-hours use. All proposed new built areas will provide level disabled access, with access ramps provided at 1:20 gradients and no risers exceeding 500mm.

Preston Park is among the most proactive schools in the Borough in supporting sustainable forms of transport, with the school's Travel Plan having achieved gold status for many years.

The school has moderate access to public transport services (PTAL 3), with close access to Preston Road Underground station (Metropolitan line) and bus routes 79, 204 and 223.

The site lies within the Wembley Stadium area event day protective parking zone, with on- street parking on adjoining roads restricted to permit holders only on event days between 8am and midnight. Otherwise, on-street parking in the area is generally unrestricted. There is a free 28-space public car park opposite the site for Preston Park open space.

Parking

The car parking allowance for the school (use class D1) is set out in standard PS12 of the UDP 2004. The parking requirement for disabled people is given in standard PS15. The bicycle parking requirement is given in standard PS16.

The parking allowance for the school is therefore up to a maximum of 1 space per 5 staff, plus a further 20% for visitors. There are 112 existing staff, which will increase to 128 with the proposed development. The car parking allowance for the school will therefore increase from 26 spaces to 30 spaces.

The provision of 19 standard width spaces within the school frontage will therefore continue to accord with standards, with the provision of a disabled parking space meeting the requirements of standard PS15 (5% of spaces to be marked for disabled drivers).

Provision should also be made for electric vehicle charging and at least two spaces should therefore be provided with charging facilities as a condition of any approval.

The bicycle parking requirement for the school is a minimum of 1 space per 10 staff, with bicycle parking for children not being required. As such, the requirement will increase from 12 spaces to 13 spaces with this proposal. The proposed increase in bicycle storage from 12 spaces to 79 spaces plus 10 scooter spaces will therefore more than meet standards and will positively support the Travel Plan in encouraging greater use of bicycles for school journeys by staff and pupils.

Access & Servicing

The existing servicing route to the kitchen and dining area at the southern end of the site will be removed with this proposal, with servicing having to instead take place from the car park in future. Tracking diagrams have been provided to show that turning in this area is possible, although the vehicle will temporarily obstruct access to a number of parking spaces whilst delivering, which is not ideal.

The removal of the access at the southern end of the site means that the associated crossover will need to be reinstated to footway at the applicant's expense, along with the already redundant crossover that currently serves the refuse compound. These works must be undertaken prior to the school extension coming into use.

Otherwise, significant improvements are proposed to pedestrian and cyclist access within the site, which are generally welcomed. However, consideration should be given to installing guardrailing on the footway in front of the widened southernmost pedestrian access, if it is to be used more extensively in the future.

Emergency access will be retained via the route from Grasmere Avenue. Brent's Transportation Unit would also wish to see this access opened up for use by parents, staff and pupils, in order to help to reduce congestion on College Road and improve the accessibility of the site by foot and reduce walking distances to bus and Underground services on Preston Road. However, the presence of alley-gates on the access road and questions over rights of way may make this difficult at the present time, but this option should continue to be explored.

Travel Plan

The school currently has a gold standard Travel Plan in operation. As such, it is acknowledged that the school is proactively working very hard towards reducing car use amongst staff and parents and promoting sustainable forms of transport for access to the school.

However, as a significant school expansion is proposed, the Travel Plan needs to be reviewed and revised targets need to be set to take mitigate the proposed increase in the number students and staff over the coming years. Any planning consent should therefore secure this by condition or Section 106 Agreement.

The Transport Statement that has been submitted with this application has considered requirements in more detail. In particular, surveys of existing journeys to and from the school undertaken in June 2012 have been examined. These showed 40% of pupils travelling to the school by car, of which 26% car shared with other children. 25.8% of staff travelled alone by car, with 15.7% car sharing. For other modes, 39% of pupils walked to school, 6% cycled and 16% used public transport. For staff, the proportions were 33% walking, 2% cycling and 24% on public transport.

For a three-form entry school (660 pupils), the above figures result in 178 vehicle trips to and from the school at opening and closing times by parents, plus 30 vehicle movements by staff. For the actual number of children registered at the school though (840), vehicular trips amongst parents rise to 227 trips at opening and closing times.

With no change to the percentage of pupils and staff travelling by car, vehicular trips could be expected to rise by 57 parent trips and 13 staff trips with the proposed increase from 660 pupils to 870 pupils. However, as the school has actually been operating with 840 pupils for some time now, the increase compared to the current situation would amount to just eight extra pupil journeys by car at the start and finish of the school day.

In addition, different starting times for the nursery and the availability of breakfast clubs to allow children to be dropped off earlier, mean the above increases are spread across a longer period than simply the half hour period spanning the start of the school day (8.45am). Similarly, after school activities mean that 10% of pupils are estimated to leave the school later than the usual closing time of 3.15pm. On this basis, the above predicted increases in pupil journeys by car in each peak hour are estimated to fall to about 52 trips and seven trips respectively.

The impact of these additional vehicular trips on road junctions in the local area has then been quantified. However, the area is predominantly residential and even though increased flows through some junctions may be large in percentage terms, the area is not considered to suffer from major congestion problems that would be significantly worsened by this proposal. No further junction modelling has therefore been undertaken.

In terms of parking impact, surveys undertaken in the vicinity of the school at opening and closing times by Brent's Transportation officers identified only 46 spare spaces in the morning drop-off period and 26 spare spaces in the afternoon pick up period (see attached) (n.b. although surveys contained within the Transport Statement suggest higher levels of spare parking, these calculations include parking along both sides of the College Road and Glendale Gardens, which are both too narrow to safely accommodate parking on both sides without obstructing traffic flow and/or damaging footways and verges). Parking problems around the school are therefore likely to increase without suitable mitigation.

As such, it is essential that the Travel Plan for the school is further enhanced to mitigate the proposed increase in pupil numbers by achieving a greater proportion of journeys by non-car modes of transport. Consideration has therefore been given to the modal shift away from car use that would be necessary to achieve a 'nil' impact on vehicular flows to and from the school.

To achieve this, the percentage of pupils travelling to and from the school by car alone would need to fall to about 10%, with the proportion car sharing with other pupils falling to about 20%, based on a rise from 660 pupils to 870 pupils (in practice, if these targets were met, actual car trips would fall from existing levels, given that the school already operates beyond its natural three-form entry capacity). For staff, modal share by car would need to fall to 20%, with 10% car sharing, to achieve a 'nil' increase in actual vehicular movements.

Data from Travel Plans for other schools in the Wembley area suggest that the required modal shift in school trips is achievable and these targets therefore need to be secured by planning condition for the development, to be achieved over a suggested timeframe of five years and a revised and enhanced Travel Plan will need to be submitted and approved prior to occupation of the new buildings setting out these revised targets and a package of measures aimed at achieving them.

Demolition and Construction

Both the Council's Transportation officer and Environmental Health officer have requested a method statement be provided to cover the demolition and construction phase of the proposed development. As per arrangements for the children's centre, the rear access from Grasmere Avenue could be considered for construction access for the nursery extension.

Wheel washing facilities will need to be provided on-site and suitable off-street un/loading areas will be required for vehicles carrying materials to the site and waste from the site, along with on-site storage areas. Any hoardings that are provided alongside footpaths should have lighting and be covered by the school's CCTV cameras for security purposes.

In order to ensure that these matters are dealt with a condition is proposed requiring the submission and approval of a demolition and construction method statement prior to the commencement of work on site.

Conclusion

The proposal is considered acceptable and is recommended for approval subject to the conditions set out at the end of this report.

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

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

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

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

CONDITIONS/REASONS:

- (1) All existing redundant crossovers to the site from College Road shall be reinstated to footway the and guard railing installed to the front of the widened pedestrian access on to College Road to the satisfaction of the Council's Transportation Department at the applicant's expense prior to occupation of the development.

Reason: In the interests of pedestrian safety.

- (2) 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.

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

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

Planning Statement by Metropolis - May 2012
Design and Access Statement (May 2012 Rev A)
Flood Risk Assessment (FRA) dated 25 May 2012 by WSP UK Ltd

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

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

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

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

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

- (5) The landscape works and planting shown on the approved plans shall be carried out in accordance with a programme agreed in writing with the Local Authority.

Any planting that is part of the approved scheme that within a period of *five* years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

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

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

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

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

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

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

- (8) The development shall not be occupied until the car-parking, additional cycle and motor scooter spaces have been provided in accordance with the approved details and these shall

be retained thereafter for the lifetime of the development.

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

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

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

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

- (10) Details of the extract ventilation system and odour control equipment for the commercial kitchen, including all details of external ducting, must be submitted to the Local Planning Authority for approval. The approved equipment shall be installed prior to the commencement of the use of the kitchen and shall thereafter be operated at all times during the operating hours of the kitchen and maintained in accordance with the manufacturers instructions.

Reason: To protect the amenity of nearby residents.

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

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

- (12) Prior to the commencement of the use of the new buildings, a revised School Travel Plan for the site, setting more onerous targets of no more than 10% of pupils and 20% of staff travelling to the site by car alone, to be achieved across a five-year period shall be submitted and approved in writing by the Local Planning Authority.

Reason: to mitigate and adverse impact arising from increased traffic and parking demand in the area as discussed above;

- (13) The development shall be carried out in accordance with the approved Flood Risk Assessment (FRA) and the following mitigation measures detailed in the FRA:

- (i) Limiting surface water run-off generated by the 1 in 100 year (including an allowance for climate change) critical storm so that it will not exceed the run-off from the undeveloped site and not increase the risk of flooding off-site as detailed in the FRA.
- (ii) Surface water storage to be achieved through the use of Sustainable Drainage Systems as detailed in the FRA.

The mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the timing/phasing arrangements embodied within the scheme, or within any

other period as may be subsequently agreed in writing by the local planning authority.

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

- (14) A scheme of mechanical services and any associated sound insulation measures shall be submitted to the Local Planning Authority for approval. The services and insulation shall be designed so that noise from the premises shall be at least 10 dB(A) below the measured background noise level at the nearest noise sensitive premises. The approved measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2

INFORMATIVES:

- (1) It is important that the workers are vigilant for signs of potential contamination in the soil during excavation works. This may include obvious residues, odours, fuel or oil stains, asbestos, buried drums, buried waste, drains, interceptors, tanks or any other unexpected hazards that may be discovered during site works. If any unforeseen contamination is found during works Safer Streets must be notified immediately. Tel: 020 8937 5252. Fax 020 8937 5150. Email: ens.monitoring@brent.gov.uk

Any person wishing to inspect the above papers should contact Neil McClellan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5243