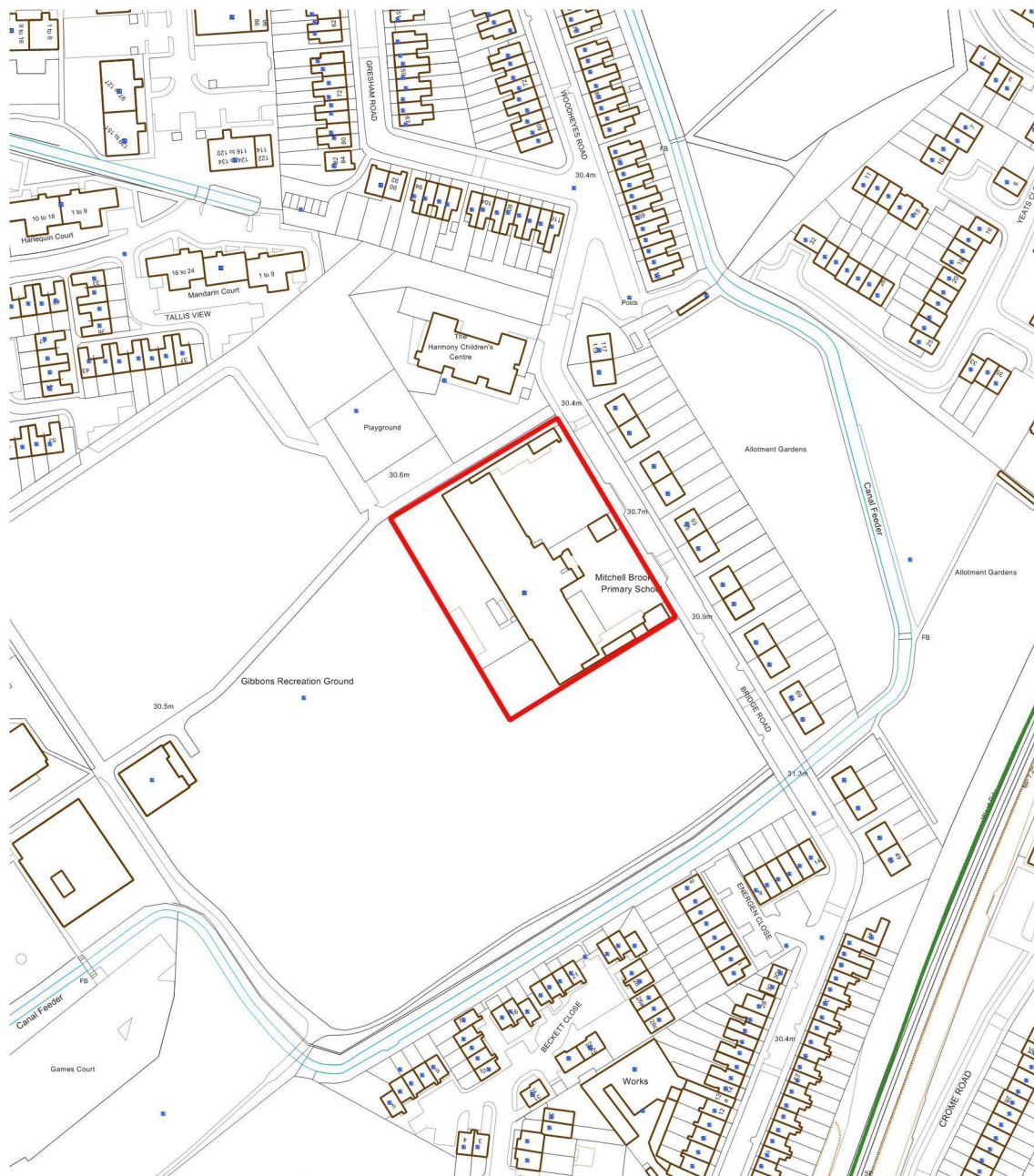




Planning Committee Map

Site address: Mitchell Brook Primary School, Bridge Road, London, NW10 9BX

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This map is indicative only.

RECEIVED: 21 May, 2012

WARD: Stonebridge

PLANNING AREA: Harlesden Consultative Forum

LOCATION: Mitchell Brook Primary School, Bridge Road, London, NW10 9BX

PROPOSAL: Demolition of former caretaker's house, erection of part two, part single storey extension to existing school, including a third storey plant room, comprising new dining hall, sports hall, reception area, kitchens and offices, reorganisation and refurbishment of existing building and external play areas to facilitate expansion from 2 form entry to 3 form entry.

APPLICANT: Mitchell Brook Primary School (Brent Council)

CONTACT: Metropolis Planning and Design

PLAN NO'S:
See condition 2

RECOMMENDATION

Grant consent.

EXISTING

Mitchell Brook School is a two form of entry primary school located on Bridge Road serving the Mitchell Brook, Brentfield and St Raphaels area. It accommodates 420 children, spanning 7 years (Foundation through to year 6).

The school is a large predominantly two storey brick building with a pitched roof. It has hard surfaced play and sport areas located to the front and back. The school has no grassed playing surfaces.

Gibbons Recreation Ground is located to the rear and one side of the school. A public path runs along the northern boundary of the school providing access to Gibbons Recreation Ground from Bridge Road. On the other side of this path is the Harmony Children's Centre. On the opposite side of Bridge Road are a row of two storey flats.

The school is not located within a conservation area nor is any part of it listed.

PROPOSAL

Demolition of former caretaker's house and the erection of a part two, part single storey extension to the front of the school on land partly occupied by an existing playground. The extension comprises a new dining hall, sports hall, reception area, school kitchen and offices. The proposal also includes the reorganisation and refurbishment of existing buildings and playing areas.

The works are to facilitate the expansion of the school from a 2 Form Entry to a 3 Form Entry primary school, increasing the schools capacity from 420 to 630 pupils. This is excluding the existing 60 pupil nursery which is to be relocated to the Harmony Children's Centre next door.

HISTORY

The current Mitchell Brook School was built during the first world war. It has been added to and modified over the years but is still contained mostly within the fabric of the original building. The most recent planning history is set out below:

06/06/2012 Planning application submitted for enabling works to facilitate the extension of the school and its expansion from 2 to 3 forms of entry (subject to a separate planning application reference: 12/1298). Works comprise the demolition of the former caretaker's house, the erection of a single storey extension to the

existing hall at the southern end of site fronting Bridge Road; construction of new single storey lobby and entrance on the front facade; erection of single storey link block to enclose WCs on the western elevation and associated demolition and site clearance works- (Ref: 12/1456).Not yet determined.

- 18/01/2012 Planning permission granted for the conversion of an existing enclosed shelter into a classroom, including the installation of new windows, doors and a canopy to provide a link between the new classroom and main school building (Ref: 11/2294).
- 11/01/2011 Planning permission granted for the erection of a single storey extension to school (Ref: 10/2506).
- 03/10/2005 Planning permission granted for the erection of a single storey side extension and the erection of a canopy to school building (Ref: 05/1536).
- 23/12/2002 Planning permission granted for the installation of replacement uPVC windows to school building, new glazed entrance doors, widening of front site entrance, erection of new steel gates, modification of existing footpath crossover and guard railings in front of main gates (Ref: 02/2768).

POLICY CONSIDERATIONS

National

National Planning Policy Framework

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

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

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

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

Regional

London Plan 2011

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

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

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

facilities

Key policies include:

Social Infrastructure

- 3.16 Protection and Enhancement of Social Infrastructure
- 3.18 Education Facilities
- 3.19 Sports Facilities

London's Response to Climate Change

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

London's Transport

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

London's living places and spaces

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

London Plan SPG

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

Local

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

Brent Unitary Development Plan 2004

Within the 2004 UDP the following list of saved polices 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
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Community Facilities

CF8	School Extensions
CF10	Development Within School Grounds

Brent Core Strategy 2010

The following spatial policies are considered relevant to this application:

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

- Highlights the need for new development to embody or contribute to climate mitigation objectives, especially in growth areas
- CP 23 Protection of existing and provision of new community and cultural facilities
Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community facilities

Brent Supplementary Planning Guidance

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

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

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

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

CONSULTATION

A total of 194 adjoining owner/occupiers were consulted regarding the application and a site notice displayed adjacent to the site. 1 objection and 1 comment have been received raising the following issues:

- How long will construction last?
- Will Bridge Road have to be closed during construction?
- Insufficient parking in Bridge Road to accommodate additional pupils and teachers.
- Residents and teachers cars parked on Bridge Road have suffered damage.
- No provision has been made for parking within the school grounds.
- On event days when parking is suspended in Bridge Road, teachers park on the playground - preventing its use by pupils.
- Plans to reduce car use by introducing more cycle parking at the school are unrealistic.
- Residents in Bridge Road should be allowed driveways on which to park their cars.

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

Environmental Health

New kitchen larger and closer to residents than the existing facility – will need to ensure kitchen extract will not pose odour or noise nuisance for residents. Recommend condition imposed;

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

Sport England

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

Thames Water

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

Transportation

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

Tree Protection Officer & Landscaping

- No objection to the removal of the trees on site subject to appropriate mitigation;

- Tree protection for retained trees and pruning acceptable.

REMARKS

(1) Principle

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

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

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

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

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

(2) Siting & Design

The existing school faces onto Bridge Road. It consists of one large main building spanning most of the width of the site with playgrounds located to the front and rear. The main building has a two storey central section flanked by two single storey wings. Built during the first world war the school is of a traditional brick design with a large pitched roof. Although it has been altered and added to over the years it is still recognisably the school built nearly 100 hundred years ago.

The extension is to be sited to the front of the school in the north east corner of the site over part of the playground. A modular form of construction is proposed and the extension appears as a series of stepped rectangular elements, single storey at the front rising to two storeys where the extension links to the existing main school building. A smaller third storey will house the plant room.

Site constraints and the amount of additional space required means that this will be a large prominent addition to the existing school. It was felt that attempting to copy the architectural style of the existing building would result in a rather unconvincing and bulky pastiche of the original. Some elements of the existing building such as the stock and feature bricks and the vertical emphasis of the window openings are being carried through into the new extension however an unashamedly cotemporary approach is being followed that is designed to deliberately contrast with the architecture of the main building.

The extension will become the main visitor entrance for the school as well as housing a new dining hall, sports hall, reception area, library, three new classrooms, school kitchen and offices.

Apart from some enabling works that are the subject of a separate application that includes the demolition of a small number redundant outbuildings and minor extensions the exterior fabric of the remaining parts of the existing main building are not being altered. The rest of the works consist of an internal refurbishment and reorganisation of the existing interior to create additional class rooms. All the resulting classrooms and educational spaces have been arranged to ensure they receive adequate natural light and ventilation. Only store rooms and toilets will be entirely internalised.

Sport England is required to be consulted on any application which may affect sports provision. The schools entire external play areas consists of tarmac playgrounds. While some of this will be lost the school will maintain the required minimum areas of hard play required by the expanded school in accordance with

Building Bulletin 99 (the DfE's space guidelines for primary schools). The school will continue to use the adjacent Gibbons Recreation Ground for grass sports when necessary.

(3) Impact on residential amenity

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

There are no residential neighbours adjoining the site. The closest housing to the proposed extension are the two storey flats located on the opposite side of Bridge Road to the school. The extension has been designed to minimise any impact on these residents. The closest single storey element of the extension to these properties is over 17 metres away. The higher two storey element is set back further into the site and is 25 metres away from the nearest flat. The extension is considered far enough away from the nearest residential properties for it not to result in any significant amenity impacts.

(4) Landscaping / Trees

The application requires the loss of 7 trees in total. They are of varying quality and significance and there is no real scope for planting replacements within what is a very constrained site. However there is scope for off-site planting either in the form of new street trees in Bridge Road or new trees in the adjoining Gibbons Recreation Ground. For those trees to be retained on or close to the site the proposed protection measures set out in the submitted report been reviewed and are considered acceptable.

Full details of the changes to the hard and soft landscaping, including alterations to the access, will be secured by condition.

(5) Transportation

UDP policy CF8 *School Extensions* requires proposals to have an acceptable transport impact and schemes will be subject to measures to reduce car usage. Policy TRN1 *Transport Assessment* ensures applications will be assessed for their transport impact and developments with a potentially significant impact on the transport network should submit a Transport Assessment. Policies TRN2, 3 and 4 relate to testing that impact and measures to make transport impact acceptable. The London Plan 2011 contains a number of relevant policies including 6.1 *Strategic Approach*, 6.3 *Assessing Effects of Development on Transport Capacity*, 6.9 *Cycling* and 6.13 *Parking*.

The site is located on the western side of Bridge Road. Although this is a local access road, it is known to carry through traffic between North Circular Road and Church Road in Willesden. The road features an extensive series of road humps as traffic calming features and a humped zebra crossing has recently been installed in front of the school. is also located along both sides of the street outside this site.

On-street car parking in Bridge Road is generally unrestricted, although school keep clear zig-zag markings and extensive guard railing along both sides of the road do limit the amount of parking outside the school. Where parking is available, this is within marked bays.

Bridge Road is not defined as being heavily parked, with the parking survey undertaken as part of the Transport Assessment (and as verified by the transport officer's observations of the site) suggesting that parking bays in the street are generally about 60% occupied at present at school opening and closing times. There are 22 on-street spaces located along the side of the street adjacent to the school and the Gibbons Recreation Ground that do not have a residential frontage that could be used by school staff and parents, allowing the parking standard to be largely met on-street without being of huge detriment to local residents. It should be noted that no parking will be available for staff on stadium event days and this is an issue that will need to be addressed by the school through their Travel Plan.

Servicing

Due to the constraints of the site it is not possible to provide a dedicated servicing bay within the site meaning that the school can only be serviced from Bridge Road. While this is far from ideal it is how the school is

currently serviced. It is suggested by the transport officer that one way of improving the current situation would be to provide a dedicated loading bay on-street within the space between the kerb build-outs for the zebra crossing and the footpath to the north. This will result in the loss of two on-street parking spaces outside the school and will require a Traffic Regulation Order, which will in turn be subject to public consultation. The school will also be expected to produce a Delivery & Servicing Management Plan to control the times when this bay will be required and ensure that suitably sized vehicles are accessing the site.

As the provision of the loading bay will have knock-on effects with regard to staff, parent and resident parking outside the site for the school, there is no guarantee that it would actually be deliverable in practice. If it isn't possible to provide the dedicated servicing bay additional measures may be required in the travel plan to mitigate the transport impacts of the school expansion.

The school will need to fund the processing of the necessary Traffic Regulation Order and if successful, the provision of appropriate lines and signage.

Cycle Parking

Primary schools should provide cycle parking at a rate of 1 space per 10 staff under standard PS16 of the UDP-2004. The higher figure for proposed staff provided in the application documents is 91 full-time equivalent staff, rising to 109 staff with the extension, so at least 11 spaces should be provided.

There are no existing formal cycle parking facilities at the site, but a total of 14 no. secure cycle spaces are proposed. This is welcomed and the spaces will be within a suitable covered shelter.

Pedestrian Access

The main pedestrian access to the extended school will be from Bridge Road, in the location of the existing vehicular access. With the associated crossover becoming redundant, its restoration to kerb-and-channel is essential, together with the installation of pedestrian guard-railing in front of this entrance, to prevent children running directly out of the school gates into the street. While there is already a high level of guard-rail in the locality, this will be one of the most important points in terms of safeguarding vulnerable pedestrians. Furthermore, the additional railings will discourage informal car-based pick-up and drop-off from this location.

The Transport Assessment has also identified the need to improve pedestrian crossing points to the north and south of the school and should be investigated as part of the review of the road layout in front of the school suggested above.

Travel Plan

A School Travel Plan has been submitted with the application, which aims to increase the proportion of staff and pupils that travel to the site by car. This is important as there had not been an up-to-date plan for the school for several years, according to Council records. Furthermore, unless the targets in the Travel Plan are met, it will be more difficult to keep the impact of the proposal on traffic and parking levels in the area to an acceptable level.

The Travel Plan aims to reduce the percentage of pupils travelling by car from 25% to 12% by the time the school expansion is completed in 2018, with the proportion of staff travelling by car proposed to fall from 60% to 50%. If successful, there would be no overall increase in the total number of car trips to and from the site as a result of the school's expansion. While these ambitious targets are welcomed, it is considered that more could be done, including the setting up of walking buses (possibly from more remote car parking areas to encourage parents not to drop children directly outside the school entrance), car sharing schemes etc.). These measures should be further investigated, given the importance of the Travel Plan to the overall acceptability of the development. A condition is recommended requiring details of further measures, including additional measures to control servicing, and a more robust monitoring programme.

(6) Energy & Sustainability

Policy CP19 in the Core Strategy seeks to ensure that all new development contributes to achieving sustainable development, including climate change, mitigation and adaptation. The proposal is predicted to achieve a BREEAM 'Very Good' rating; new development is generally expected to meet BREEAM 'Excellent' standards. Given that the proposal is an extension to an existing school rather than comprehensive redevelopment, achieving BREEAM 'Very Good' is considered acceptable. The proposal achieves 25% over Part L of the Building Regulations 2010 in compliance with London Plan Policy 5.2. In addition, the provision

of a photovoltaic system on the roof of the proposed extension will reduce carbon dioxide emissions by at least 20 percent in accordance with renewable energy targets set out in London Plan Policy 5.7. The proposed development is considered to achieve an acceptable score against the Council's Sustainability checklist requirements.

(7) Community Use

The application proposes a sports hall measuring 172sqm with a height of 7m to ensure it can be used for sporting activities. It can be combined with the 173sqm dining which is separated by partition to create a large combined space of 345 sqm. The hall has been located to enable separate access to be provided for community use outside of school hours with access to the changing facilities. It is recommended that a condition is imposed to secure at least 15 hours of community access a week to accord with similar proposals in the borough with full details secured by condition.

(8) Mayoral CIL

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

(9) Conclusion

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

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

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

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

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

CONDITIONS/REASONS:

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

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

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

Drawings: 02/100; 02/101; 02/102; 02/103; 02/104; 02/106; 02/107; 02/108; 02/109; 02/201A; 02/202A; 02/203; 02/204; 02/205B; 02/207; 02/208 & 02/210B

Planning Statement by Metropolis - May 2012
Design and Access Statement (May 2012 Rev A)
Flood Risk Assessment (FRA) dated 25 May 2012 by WSP UK Ltd
Arboricultural Impact Assessment by Landscape Planning Ltd (April 2012)
Primary School- Transport Assessment by Mott MacDonald (April 2012)
Mitchell Brook Primary School- School Travel Plan by Mott MacDonald (April 2012)
Cultural Heritage Assessment by Prospect Archaeology Ltd - LPA 2012/9 April 2012
Mitchell Brook Primary School Logistics and Phasing Outline Requirements Version 3 Final
Sustainable Development Checklist (revised 11 July 2012)

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

- (3) Before any construction work on site, excluding demolition and site clearance, further details of materials for all external work, including samples where specified, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The details shall include:
- (a) Brickwork - blended brick to match existing (including sample);
 - (b) Render - Pure White (including sample);
 - (c) Windows;
 - (d) Doors;
 - (f) Roof finishes *excluding green roof* (including sample).

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

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

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

Such scheme shall also indicate:-

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

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

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

- (5) Prior to the commencement of the use, a Community Access Plan shall be submitted to and approved in writing by the Local Planning Authority. The Community Access Plan shall allow

for a minimum of 15 hours of community use each week and shall include details of rates of hire (based upon those charged at other public facilities), terms of access, hours of use, access by non-school users/non-members and management responsibilities.

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

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

- (6) The protection of the retained trees shall be implemented in full accordance with the approved details set out in the Arboricultural Impact Assessment by Landscape Planning Ltd (March 2012) prior to commencement of any preparatory work or development and retained throughout the duration of the construction works.

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

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

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

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

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (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 Children's Centre access during the construction phase.

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

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

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

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

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

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

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

(b) details of photovoltaic tiles

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

Reason: In accordance with London Plan policy 5.11

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

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

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

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

- (13) Prior to the completion of construction work, appropriate arrangements shall be made in writing with the local planning authority to provide the following:
- (i) Reinstatement of the existing vehicular crossover to the site to footway with guard railing;
 - (ii) amendments to waiting restrictions in the street to include a loading bay outside the school;
 - (iii) review of existing SCHOOL KEEP CLEAR markings;
 - (iv) rationalisation of existing guard railing along the street (particularly along its western side);
 - (v) provision of dropped kerbs and tactile paving at suitable pedestrian crossing points;
 - (vi) provision of additional bollards to prevent unsafe footway parking.

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

Reason: In the interests of highway and pedestrian safety.

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

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

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

- (15) Prior to installation of the proposed substation, further details of external appearance and specification shall be submitted to and approved in writing by the local planning authority. The

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

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

INFORMATIVES:

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

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