

RECEIVED: 13 July, 2010

WARD: Brondesbury Park

PLANNING AREA:

LOCATION: Former Manor School, 5-7 The Avenue & Former Simon Wells Unit Special School, Christchurch Avenue, London, NW6

PROPOSAL: Erection of 2 two-storey buildings, erection of rear extension to existing single-storey building, a fenced multi-use games area (MUGA), provision of 8 off-street parking spaces, cycle-storage area and associated landscaping to site, to provide accommodation for the relocated Swiss Cottage Specialist SEN School (SCSSS) for a temporary period of 30 months

APPLICANT: BAM Construction Limited

CONTACT: Mr Andrew Maunder

PLAN NO'S:
See condition 2

RECOMMENDATION

Approval

EXISTING

The subject site is an irregular shaped piece of land located between the north-western side of The Avenue, NW6, the south-eastern side of Christchurch Avenue and the north-eastern side of Brondesbury Park. The site, which is currently vacant, has previously been used as a school. The site is currently occupied by two permanent and three temporary school buildings. The permanent buildings comprise of a two-storey building fronting the Avenue and a single-storey building located close to the junction between Brondesbury Park and Christchurch Avenue. The temporary buildings are all single-storey.

The character of the surrounding area is predominately residential. Adjoining the site to the east is a two-storey villa which, although not forming part of the application site, is under the same ownership as the school and provides, in part, school caretaker accommodation. Towards the south, between the subject site and the junction between The Avenue and Brondesbury Park, there are three residential blocks which are between two and five storeys in height. Towards the west, fronting Christchurch Avenue, lies Willow Court, a three-storey residential block which is bound to the rear and both sides by the subject site. Towards the north and east the site adjoins 56 Christchurch Avenue and Avenue House, respectively, both two-storey residential developments. The residential developments surrounding the site comprise of a mixture of traditional and contemporary architectural styles.

PROPOSAL

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HISTORY

The subject site has a substantial planning history, primarily relating to minor developments associated with the on-going use of the site as a school. Since 2000, several temporary permissions (04/0785, 00/2444 and 99/1804) have been obtained on the site for various temporary buildings. These permission have now expired although the temporary buildings remain on the site. In 2002, Officers were minded to refuse permission for alterations to increase the height of the boundary treatment to the site along The Avenue frontage. However, it does not appear that the application was ever formally determined.

POLICY CONSIDERATIONS

London Borough of Brent Unitary Development Plan 2004

The following saved policies contained in the Unitary Development Plan are considered of greatest relevance to the current application.

BE2	Townscape: Local Context & Character
BE3	Urban Structure
BE6	Public Realm: Landscape Design
BE7	Public Realm Streetscape
BE9	Architectural Quality
BE12	Sustainable Design Principles
BE33	Tree Preservation Orders
TRN3	Environmental Impact of Traffic
TRN4	Measures to Make Transport Impact Acceptable
TRN11	The London Cycle Network
TRN22	Parking Standards - Non-Residential Developments
PS12	Parking Standards: Non-Residential Institutions (Use Class D1) and Hospitals (Use Class C2)
CF8	School Extensions
CF9	Temporary Classrooms

Supplementary Planning Guidance 17:- Design Guide For New Development

Supplementary Planning Guidance 19:- Sustainable Design, Construction & Pollution Control

The London Plan (Consolidated with Alterations since 2004)

SUSTAINABILITY ASSESSMENT

Given that the proposal involves the construction of temporary school buildings, it is acknowledged that a BREEAM 'Very Good' requirement would be extremely difficult to achieve as a result. However, it is considered that the applicant should take reasonable steps to ensure that the development makes an appropriate contribution to achieving the objective of sustainable development across the Borough. Since, the original submission, taking on-board the advice of Officers, the applicant has improved their sustainability checklist score from 11% to 18% by incorporating sustainability measures such the use of recyclable materials in construction, achieving appropriate u-values, the use of flow reduction measures and the agreement of an appropriate School Travel Plan. However, Officers would recommend that the development should improve its sustainability rating further to achieve a score of at least 25% which result in an overall

rating of 'fairly positive'. The applicant is currently investigating further measures suggested by Officers, including compliance with Secured By Design standards, which should enable them to reach the required rating. Any further progress on this matter will be reported in a supplementary report and, in any case, it is recommended that this matter be controlled by condition should Members be minded to grant consent:

CONSULTATION

EXTERNAL

Consultation letters, dated 23rd July 2010, were sent to Ward Councillors and 419 local owner/occupiers. The application was also advertised by notices, dated 26th July 2010, displayed outside of the site and a press notice, published on the 22nd July 2010, in the local press. In response 27 letters of objection have been received. A letter of objection has also been received from Ward Councillor Carol Shaw. In summary, the concerns of the objectors include:-

- the proposed development would result in the unacceptable loss of trees
- the proposed development would result in the resurfacing of a grassed area with a multi purpose games area
- the proposed development would harm the privacy of neighbouring occupiers
- the proposed development would result in increased noise disturbance and pollution to local residents
- the proposed development would give rise to unacceptable levels of traffic and parking congestion
- the proposed design of the buildings is out of character with other properties in The Avenue and Christchurch Avenue and will harm the character of the surrounding area
- during construction the development will cause disturbance to neighbouring occupiers
- the proposed development would fail to accord with Council and Government policies.
- concerns that the development, and in particular the temporary buildings, will not be removed from site when the permission expires.

The London Borough of Camden have been consulted on the application and have raised no objection to the proposal

INTERNAL

Transportation Unit

The Council's Transportation Unit have inspected the proposals and have raised no objection to the application subject to the provision of a condition securing the implementation of the School Travel Plan, submitted as part of the application. The Transportation Unit have also recommended the submission of a plan showing pedestrian access routes into the site, which has now been supplied, and conditions ensuring that necessary works are carried out to the vehicular accesses.

Landscape Design Team

Whilst concerns were expressed regarding the original proposals to remove 28 trees from the site, the Council's Tree Protection Officer is now satisfied that the current proposal, including the removal of 13 trees and the planting of 13 replacements, would be reasonable in terms of the condition of the existing trees and overall amenity value of the site.

REMARKS

BACKGROUND

The current application seeks planning permission for the provision of temporary buildings and other facilities, including a multi-use games area (MUGA) on the existing site in order to enable the Swiss Cottage Specialist Education Needs (SEN) School to relocate to the site for a temporary

period of 30 months. The school hope to relocate to the subject site whilst their permanent site, located in Avenue Road, NW3, is redeveloped as part of the London Borough of Camden's Building Schools for the Future (BSF) programme. The 30 month temporary period will allow occupation of the site for two years (24 months) with 6 months set aside to facilitate the installation and removal of the temporary accommodation. The subject site, although currently vacant, benefits from established use as a school and therefore planning permission is not required for the proposed use itself. However, planning permission is required for the temporary structures and facilities that are needed to enable the temporary occupation of the site and this forms the basis of the current application.

The Swiss Cottage SEN School provides schooling for pupils with a wide range of learning difficulties and other associated needs and disabilities. The school caters for approximately 164 pupils, ranging from 2-16 years of age. In order to meet the needs of such a diverse range of ages, the school is divided into three elements, Early Years, Primary and Secondary. The special nature of the school means that staffing numbers are relatively high with approximately 93 permanent full time staff employed at the school. The permanent staff are also supplemented by approximately 20 external specialists who visit the school on an irregular basis. The normal school hours will be Monday to Friday from 8.45am-3.30pm, with after school clubs operating to 5pm. The school is funded by the London Borough of Camden and therefore the majority of the current pupils attend from within that Borough. However, the specialist nature of the school means that there is also a demand that is served for children attending from other Boroughs, including Brent. The proposals will allow the school to relocate all 164 of the existing pupils to the subject site during the two year redevelopment of their permanent site.

THE PROPOSAL

The proposed occupation of the site would involve the utilisation of both existing and proposed buildings. Three of the existing buildings on site, two permanent and one temporary, will be reoccupied whilst two of the existing temporary structures will be removed and replaced by two new two-storey temporary buildings. The Early Years will be accommodated within the north-western corner of the site within an existing permanent single-storey building. The proposal will involve the erection of a single-storey extension to the existing building to provide an extra classroom. The Primary and Secondary Schools will be accommodated in two new two storey temporary buildings located towards the north-eastern and south-eastern sides of the site, respectively. The school administration will occupy an existing permanent building towards the south-western side of the site and the staff facilities will be accommodated within an existing temporary building located towards the centre of the site. Other facilities to be provided include a 9 space car-park, accessed from Christchurch Avenue, a MUGA, a 20 space cycle store, refuse stores and a lay-by, along the frontage of the site adjacent to The Avenue, for pupil collection/drop-off

TRANSPORTATION

The site is located within Controlled Parking Zone "KS", which operates between 8am and 6.30pm Mondays to Fridays. Extensive dual-use (i.e. residents parking and pay and display) bays are available along the northern side of The Avenue and both sides of Christchurch Avenue. The Council's Transportation Unit have confirmed that the area is not generally designated as being heavily parked, either during the day or overnight. Public transport access to the site is moderate (PTAL 3), with Brondesbury Park and Kilburn stations and two bus services within walking distance of the site.

As with any proposal for the provision of a new or expanded school, the impact of the development on highway conditions, particularly during drop-off and collection times, is a key consideration. In order to understand the likely impact, scrutiny of the schools existing travel plan survey results from 2010 has been undertaken by the Council's Transportation Unit. The special nature of the school means that 67% of the existing pupils (102 out of 152) are brought to the existing Swiss

Cottage site by five dedicated 32-seat mini buses laid on by Camden Council. These buses will continue to operate and indeed, given the relocation of the school some two miles west from its existing site, it may be that more pupils decide to use this service during the temporary relocation. It should be noted that these mini-buses have capacity for 160 pupils, which is 98% of the expected school capacity. Of the remaining pupils, 22 currently travel to school by car, 20 use public transport, 7 walk and one cycles. The main entrance to the school for pupils will be located along The Avenue with a one-way entry/exit drop-off zone to be provided within the front of the site facing The Avenue, with access via two vehicular crossovers 5m in width. This will be used by the five mini buses to bring children to the school, as well as parents bringing children to the site by car. Vehicle tracking has been provided to show that the mini-buses can satisfactorily access the proposed drop-off zone. As mentioned above, there are also a number of pay-and-display spaces within close vicinity of the site.

In terms of staff, at present just 16% travel to the existing school site by car alone, with a further 10% car sharing. Car-parking for staff would be provided towards the northern side of the site in a small on-site car-park consisting of nine spaces, including one disabled space. This car-park would be accessed via an existing vehicular crossover on the southern side of Christchurch Avenue. The car-park would operate a permit system with only car-sharing vehicles to be issued permits. The Council's Transportation Unit have confirmed that the provision of nine parking spaces, including 1 disabled bay, within the site would comply with the Council's parking standards. Although the parking provision would be limited in relation to staff numbers, the on-street parking controls in the surrounding area, which would operate during normal school hours, would prevent overspill on street parking from occurring, and a greater proportion of staff can be expected to travel by alternative modes in future.

To help manage the temporary situation, the existing schools Travel Plan has been updated to reflect the temporary travel arrangements that will be necessary. Amongst the measures that will be employed are the continued operation and promotion of the minibus service, implementation of a car sharing database with priority parking for car sharers (with the targeted aim of ensuring that no staff will drive alone to this site), promoting use of the nearby Car Club vehicles, encouragement of walking and cycling (including travel training) and travel planning assistance. Monitoring of the travel situation and the effectiveness of the Travel Plan would be undertaken at the beginning and end of the first year of occupation of this site, which is considered appropriate given the temporary nature of the proposal. The Council's Transportation Unit have assessed the robustness of the proposed Travel Plan considered it to be of a good standard in terms of helping to minimise the transport impact of the school over the temporary two year period..

Twenty secure bicycle parking spaces are proposed within a cycle shelter to be located towards the front of the site facing The Avenue and showering and changing facilities will be provided within the school for staff. The proposed provision of a 20 cycle spaces more than satisfies the Council's standards for the provision of cycle parking, as does the proposed provision of showering and changing facilities for staff.

Refuse bins will be stored within the car parking area at the northern end of the site and will be moved closer to the Christchurch Avenue site entrance on refuse collection days to allow easy collection. The Council's Transportation Unit consider these arrangements to be satisfactory

Finally, a construction management plan has been submitted, including a section on Traffic Management. This includes details of segregation of pedestrians and vehicles within the site during construction, the designation of approved traffic routes to the site and the pre-planning of deliveries to minimise congestion around the site at peak hours. The Traffic Management Plan envisages between 9-28 construction vehicle movements per week during the construction period. Whilst acknowledging that it is an inevitable consequence of construction work that some disturbance will be caused to neighbouring occupiers, it is considered that all of these proposals will help to minimise disruption in the area during construction. As Members will be aware, noise associated with construction work would not normally be considered a material planning consideration on

which refusal can be founded.

TREES

At present there are 78 trees of varying species and quality, both in terms of amenity value and health, located on the site. There are two Tree Preservation Orders (TPO) on the site which cover 40 of the existing trees. The original application included the submission of a Ecology and Tree Assessment report which envisaged the removal of 28 of the existing trees from the site. However, following meetings on site with the Council's Tree Protection Officer the proposals have been revised to reduce the number of trees to be removed to 13 whilst securing the planting of 13 replacement trees prior to occupation of the site by the school. Of the 13 trees to be removed, 12 have been confirmed by the Council's Tree Protection Officer to be of a low or very low grade some of which could be considered suitable for removal irrespective of any development proposal. The other tree to be removed has a restricted amenity value because of other low grade trees growing close by. In total four of the trees to be removed are the subject of TPOs. The replacement tree planting will consist of three silver limes along the site frontage, facing The Avenue. This species is a substantial tree with an expected mature height of 20m and a crown spread of 8-9m. Three trees (species to be confirmed) will be planted towards the western side of the site, close to Brondesbury Park, and two apple trees will be planted close to the joint boundary with Redwood Court. A 3m run, expected to consist of 5 trees, will be planted along the boundary with Willow Court to improve screening (see 'Impact on Adjoining Occupiers'). Whilst it is acknowledged that the proposed tree works will result in the loss of existing trees from the site, given the quality of those trees to be lost in comparison with those to be planted, it is considered that the development would have an acceptable impact on the combined amenity value of the trees on site.

The temporary nature of the proposed buildings means that the impact on root systems of the existing trees to be retained would be less than that caused by the construction of permanent buildings on the site. However, the applicant has provided a detailed methodology of the measures to be taken to ensure that existing trees during the installation and removal of the temporary buildings from the site. This methodology has been inspected and agreed with the Landscape Design Team.

URBAN DESIGN

As discussed, the proposed development would involve the installation of two temporary buildings constructed from temporary modular units. These units have a regular, yet clearly temporary appearance. In streetscene terms, the most prominent structure would be the two-storey Secondary School building which would be located towards the front of the site, facing The Avenue. In order to minimise the impact of this building on the streetscene, the building has been set back from the edge of the footpath by approximately 12m to align the front of the proposed building with the front of the adjacent buildings on either side. The overall height of the proposed Secondary building would complement the scale of the adjacent buildings in terms of massing. The proposed Primary School would be located more towards the centre of the site, and views of this building would be more obscured by existing trees, foliage and other structures.

Overall, whilst it is acknowledged that the temporary buildings would not meet with the Council's normal requirements in terms of architectural quality, it is considered that reasonable steps have been taken in order to minimise the visual impact of the temporary buildings on the character and appearance of the surrounding area during the occupation of the site.

In terms of boundary treatments, the existing treatments are generally in good condition and will be maintained with repairs as necessary. The majority of the original boundary treatments are between 1.8m and 2m in height. However, due to security requirements it is proposed to install a 2.4m high coloured weld-mesh fence to the inside of the existing treatments. Some parts of the site already have weldmesh fencing installed to a height of 3m without causing particular problems to

the appearance of the area. Whilst, it is acknowledged that in the past the Council have raised concerns regarding increasing the height of the existing boundary treatments, it is considered that the proposed weldmesh fencing would not have a particularly overbearing appearance. The applicant has confirmed that the weldmesh fencing will be removed when the site is vacated.

IMPACT ON ADJOINING OCCUPIERS

The proposed two-storey Secondary School would be located approximately 25m from the nearest residential property and 15m from the nearest residential boundary. As such, it is considered that this two-storey building would be unlikely to have an unreasonable on the outlook, daylight or privacy of neighbouring occupiers. The proposed single-storey extension to the existing Early Years building would be approximately 7m from the flank wall of Willow Court which does not contain any windows.

However, there is some concern regarding the relationship between the proposed primary school building and the adjoining site Willow Court. The two-storey element of the proposed primary school building would lie approximately 2m of the boundary with Willow Court, although the distance between the primary school and Willow Court itself would be 25m. The applicant has stated that they do not consider it would be possible to relocate this building within the site without losing essential accommodation required by the school. In terms of privacy, the distance between these buildings would comply with the recommended distance of 20m set out in SPG17. However, in any case, the school have agreed to obscure all windows along this section of the building, which would serve a corridor, in order to ensure that existing privacy levels are maintained.

In terms of size and scale, the proposed primary building would fail to comply with the guidance in SPG17 that advises that new development should be set below a line of 45 degrees when measured from 2m above ground level along the boundary. The area of Willow Court immediately adjacent to the site boundary is currently treated with planting, which would partially screen the proposed building, beyond which lies the car-parking area to Willow Court. In this respect, the sensitivity of the affected area is less than it would be in the case of conventional garden space. However, notwithstanding this fact, given the close proximity to the site boundary the potential of the proposed building to overbear the visual amenity of occupiers of Willow Court requires careful consideration. As discussed above, the proposed building would be partially screen by existing planting and the applicant has agreed to provide a 3m run of small trees to add to this where the existing screening is least dense. The applicant has also agreed to review the treatment of this elevation in terms the number and size of windows at first floor level, and the colours to be used on this elevations. On balance, although Officers still have some concerns regarding this tight relationship it is considered that providing satisfactory measures are taken to protect the amenity of neighbouring occupiers that this issue would be unlikely to cause such detrimental harm that it would outweigh other positive aspects of the development and warrant the refusal of planning permission.

In terms of general noise and disturbance, it is inevitable that occupation of the site will give rise to some increase in relation to the existing situation during school hours, particularly at play times. However, it should be noted that the site is already a school and that, without requiring planning permission, the site, in its existing configuration, could be reoccupied at any time for such a purpose. The current proposal does not envisage any activity on the site during weekends which may not be the case if a school were to permanently relocate to the site. Overall, it is not considered that the proposal would generate unreasonable noise disturbance to neighbouring occupiers.

COMMUNITY USE

Where the provision of a new school, or the redevelopment of an existing school, is proposed the Council would normally seek to secure an element of community access to the school facilities. However, given that the development will only be in-situ for a period of two years it is unlikely that

the use of school would appeal to community groups looking for a more permanent arrangement. It is also noted that the facilities to be provided are of a limited value in terms of their quality, given the temporary nature of the development. In the future, if a proposal were to come forward for a permanent redevelopment of the school site, the Council would be likely to seek to secured appropriate community use.

LANDSCAPING

Given the temporary nature of the proposal, landscaping proposals for the site are generally limited to the provision of essential recreational areas. The main element of play provision would be the introduction of a Multi-Use Games Area (MUGA) towards the eastern side of the site. This MUGA has been relocated from its original proposed position due to concerns regarding its proximity to the site boundaries, and it would now be at least 7m from the nearest boundary. The original proposal would involve the erection of 3.6m high fence around the MUGA but this has also be reduced to 2.4m in height to reduce the impact on adjoining sites. If the fencing around the MUGA were any lower than 2.4m then it is considered that this would be insufficient to ensure adequate enclosure when the MUGA is used for ball games.

CONSIDERATION OF OBJECTIONS

The concerns of the objectors relating to transport, the loss of trees, the character and appearance and residential amenity have generally been addressed in the report above. Objectors have also raised concerns that the temporary buildings will not be removed from the site once the school returns to its permanent site. This is understandable as the previous occupier of the site failed to remove buildings that were granted on a temporary basis when their permission expired. However, there are significant differences between the previous and proposed occupation, in particular that the proposed occupation is only intended to be temporary and that there is a clear exit strategy for the site. It should also be noted that the school will lease the temporary buildings for the duration of their occupation and therefore it would not make financial sense to continue to lease the buildings beyond their occupation. In any case, due to the temporary nature of the buildings the Officers recommend strict conditions are attached to any permission ensuring the removal of the buildings from the site on the expiry of any permission.

REASONS FOR CONDITIONS

RECOMMENDATION: Grant Consent

REASON FOR GRANTING

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

Brent Unitary Development Plan 2004

Council's Supplementary Planning Guidance 17:- Design Guide For New Development

Council's Supplementary Planning Guidance 19:- Sustainable Design, Construction & Pollution Control

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

Transport: in terms of sustainability, safety and servicing needs

Community Facilities: in terms of meeting the demand for community services

CONDITIONS/REASONS:

- (1) This permission shall be for a limited period of 30 months only, expiring on 16th March 2013, when the buildings and works hereby approved shall be removed and the property reinstated in accordance with details to be agreed in writing by the Local Planning Authority.

Reason: The development is of a temporary nature which the Local Planning Authority would not be prepared to approve other than for a limited period, having regard to its construction and effect on the visual amenity of the area.

- (2) The development hereby permitted shall be carried out in accordance with the following approved drawings

0410-BAM-3786	4030 ARCH P100 F
4030 ARCH P101	4030 ARCH P103
4030 ARCH P105	4030 ARCH P106
4030 ARCH P110	4030 ARCH P112
4030 ARCH P114	4030 ARCH P115
4030 ARCH P122	4030 ARCH P127 A
4030 ARCH P140	4030 ARCH P141
4030 ARCH P150	4030 ARCH P160
155 10 1 S-4	155 10 2 S-4
155 10 6 S-0	155 10 7 S-0

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

- (3) The School Travel Plan, dated June 2010, submitted as part of the planning application shall be fully implemented in all respects unless prior written agreement is obtained from the Local Planning Authority.

Reason: In the interests of local highway conditions and sustainable transport

- (4) Tree protection works shall be carried out in accordance with the submitted details contained in the Arboricultural Implications Assessment (RevB), prepared by ADAS UK Ltd unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure that the development does not cause harm to existing trees on site, some which are subject to a Tree Preservation Order.

- (5) The proposed tree planting, indicated on drawing no. 4030 ARCH P100 F, shall be carried out prior to occupation of development, hereby approved, and maintained in accordance with the submitted details contained in the Arboricultural Implications Assessment (RevB), prepared by ADAS UK Ltd, unless agreed in writing with the Local Planning Authority. Any trees planted in accordance with the approved scheme which, within 30 months of planting are removed, die, become seriously damaged or diseased shall be replaced in the same location by trees of the same 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 in the interests of the visual amenity of neighbouring occupiers.

- (6) All parking spaces, turning areas, drop off zones, vehicular accesses and footways indicated on the approved plans shall be constructed and permanently marked out prior to occupation of any part of the development, hereby approved, and shall be maintained as such unless agreed in writing with the Local Planning Authority.

Reason: To ensure that the proposed development does not prejudice the free flow of traffic or the conditions of general safety within the site and along the neighbouring highway.

- (7) Further to condition 4, prior to the demolition and/or removal of any part of the development, hereby approved, further details of tree protection works shall be submitted to and in approved in writing by the Local Planning Authority. The demolition and/or removal of the development shall be carried out in accordance with the approved details.

Reason: To ensure that the removal of the development does not cause harm to existing trees on site, some which are subject to a Tree Preservation Order.

- (8) Notwithstanding the approved plans, further details of the north-western elevation of the approved primary school building shall be submitted to an approved in writing by the Local Authority prior to the construction or installation of the primary school building on site. Further details are to include an appropriate colour scheme, size and number of first floor windows and confirmation of those windows to be obscured. The development shall be carried out in accordance with the approved details.

Reason: In order to preserve the amenity of occupiers of Willow Court

- (9) Notwithstanding the approved details, a Sustainability Strategy with further details of measures to improve the Sustainable Development Checklist score from *Fairly Detrimental* to *Fairly Positive* shall be submitted to and approved in writing by the Local Planning Authority, prior to commencement of works on site. The development shall be carried out in accordance with the approved Sustainability Strategy.

Reason: In the interests of environmentally sustainable development.

INFORMATIVES:

None Specified

REFERENCE DOCUMENTS:

London Borough of Brent Unitary Development Plan 2004
Supplementary Planning Guidance 17:- Design Guide For New Development
Supplementary Planning Guidance 19:- Sustainable Design, Construction and Pollution Control
26 letters of objection

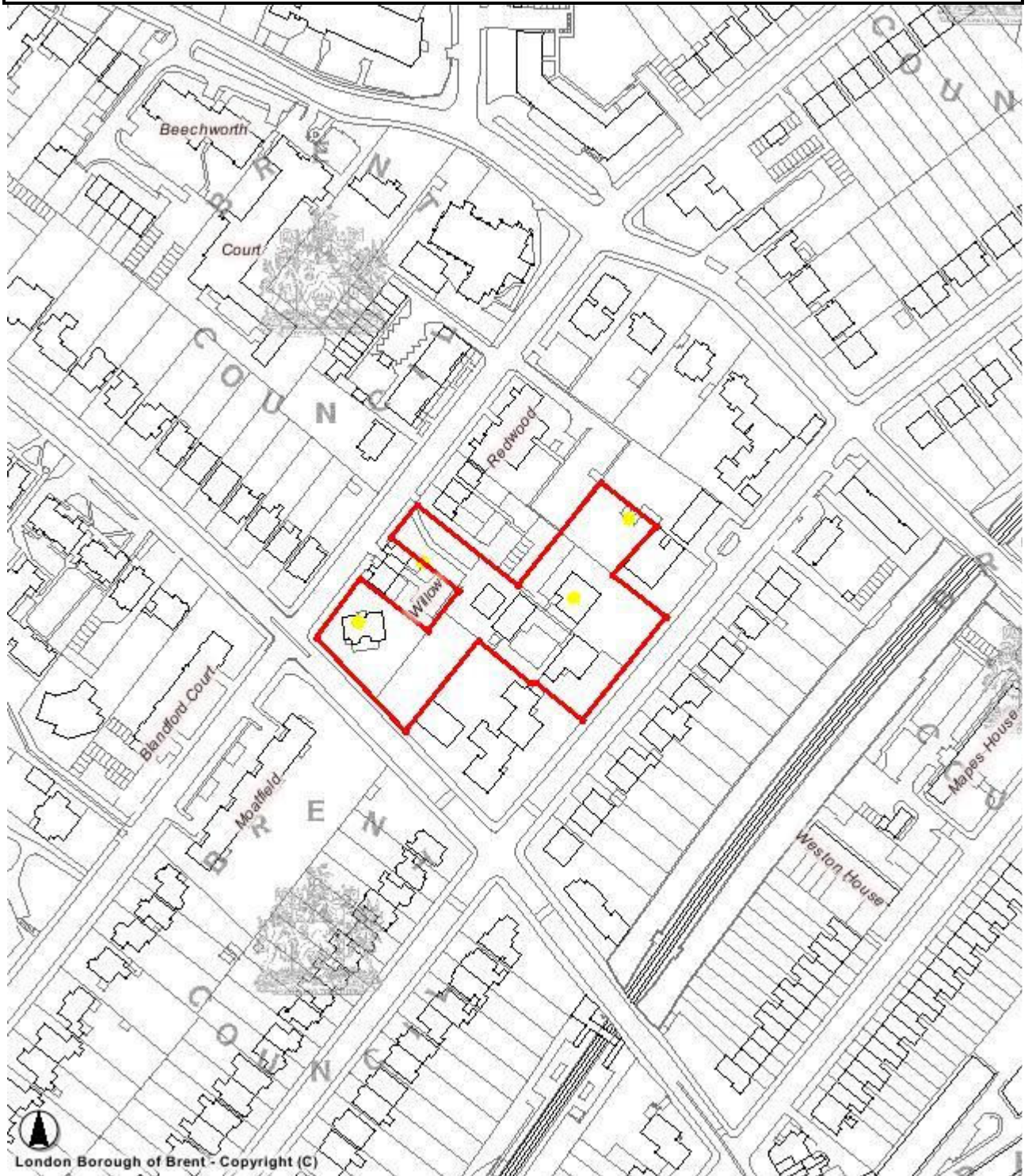
Any person wishing to inspect the above papers should contact Andy Bates, The Planning Service, Brent House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5228



Planning Committee Map

Site address: Former Manor School, 5-7 The Avenue & Former Simon Wells Unit Special School, Christchurch Avenue, London, NW6

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