

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 March, 2016

16/0169

SITE INFORMATION

RECEIVED: 14 January, 2016

WARD:

PLANNING AREA:

LOCATION: Land at the Junction of Brondesbury Park & Christchurch Ave, Christchurch Avenue, London

PROPOSAL: Demolition of existing single storey nursery building and erection of a part three part four storey building to provide educational accommodation for use by Marylebone Boys' School for a temporary period of 2 years until September 2018, with associated works to include fenced multi-games area (MUGA), car and cycle parking spaces, creation of vehicular and pedestrian access, boundary alterations and hard and soft landscaping

APPLICANT: Marylebone Boys' School

CONTACT: HPA Architecture Ltd

PLAN NO'S: See condition 2

**LINK TO
DOCUMENTS
ASSOCIATED TO
THIS
APPLICATION**

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Please click on the link below to view **ALL** document associated to case

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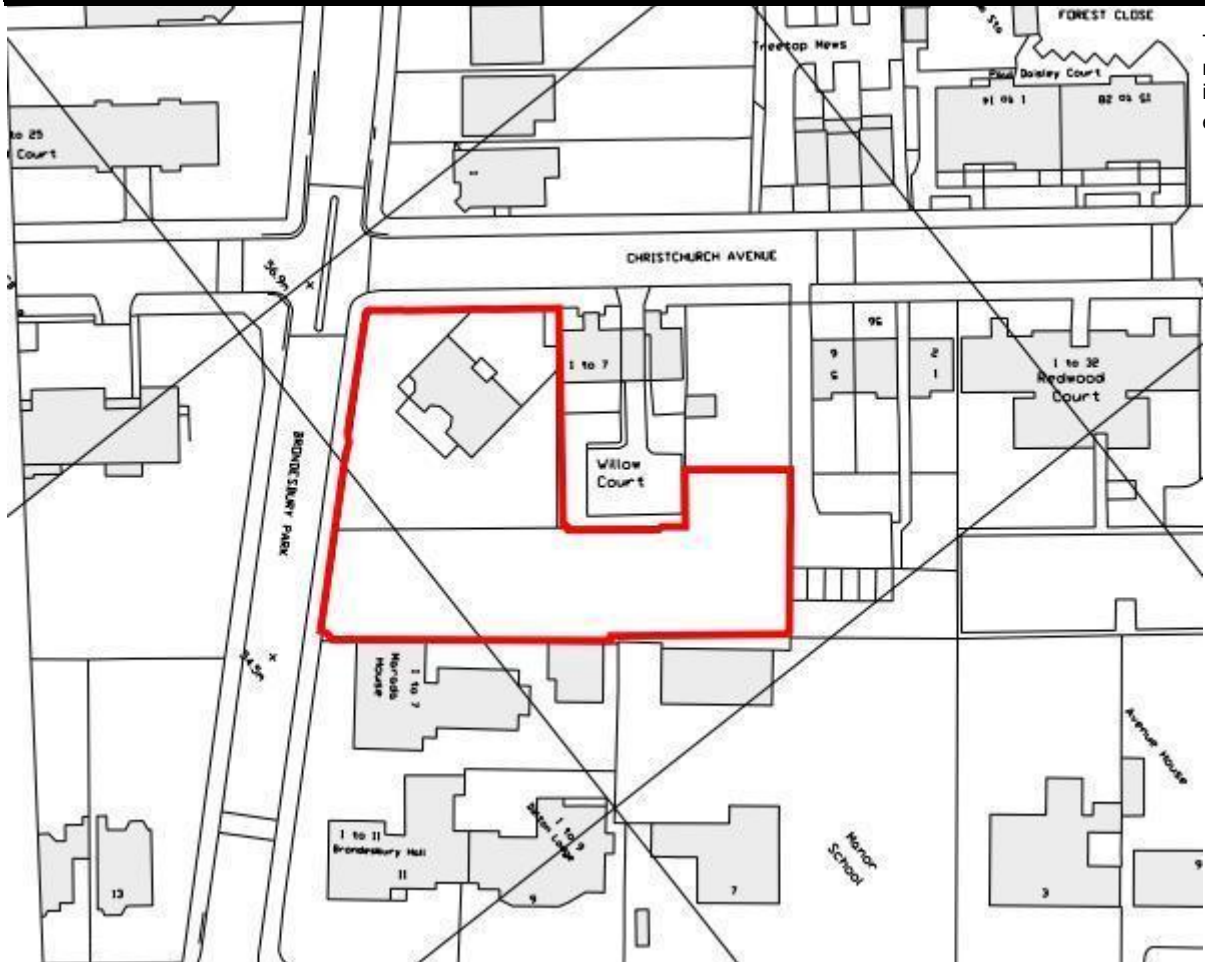
SITE MAP



Planning Committee Map

Site address: Land at the Junction of Brondesbury Park & Christchurch Ave,
Christchurch Avenue, London

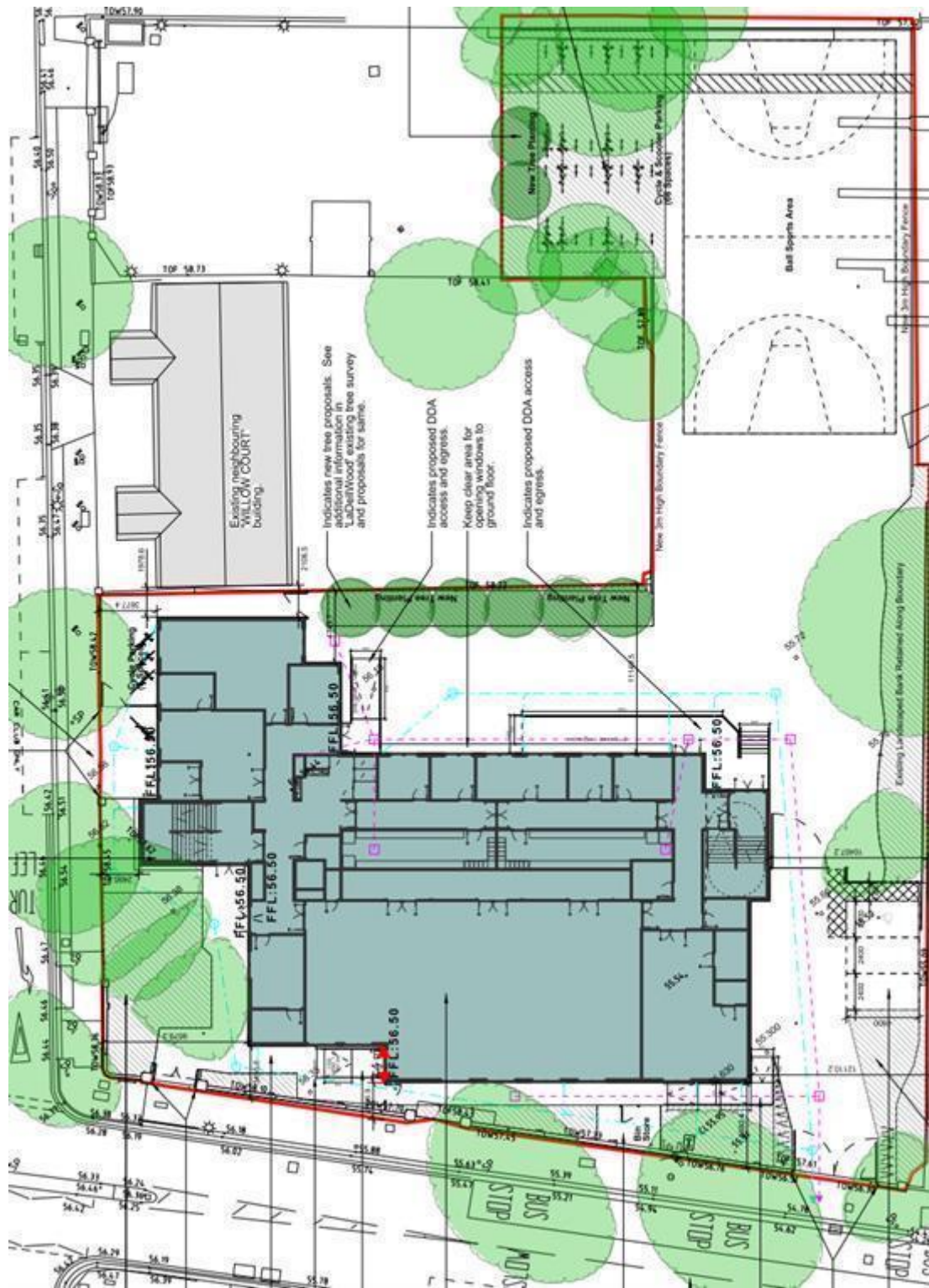
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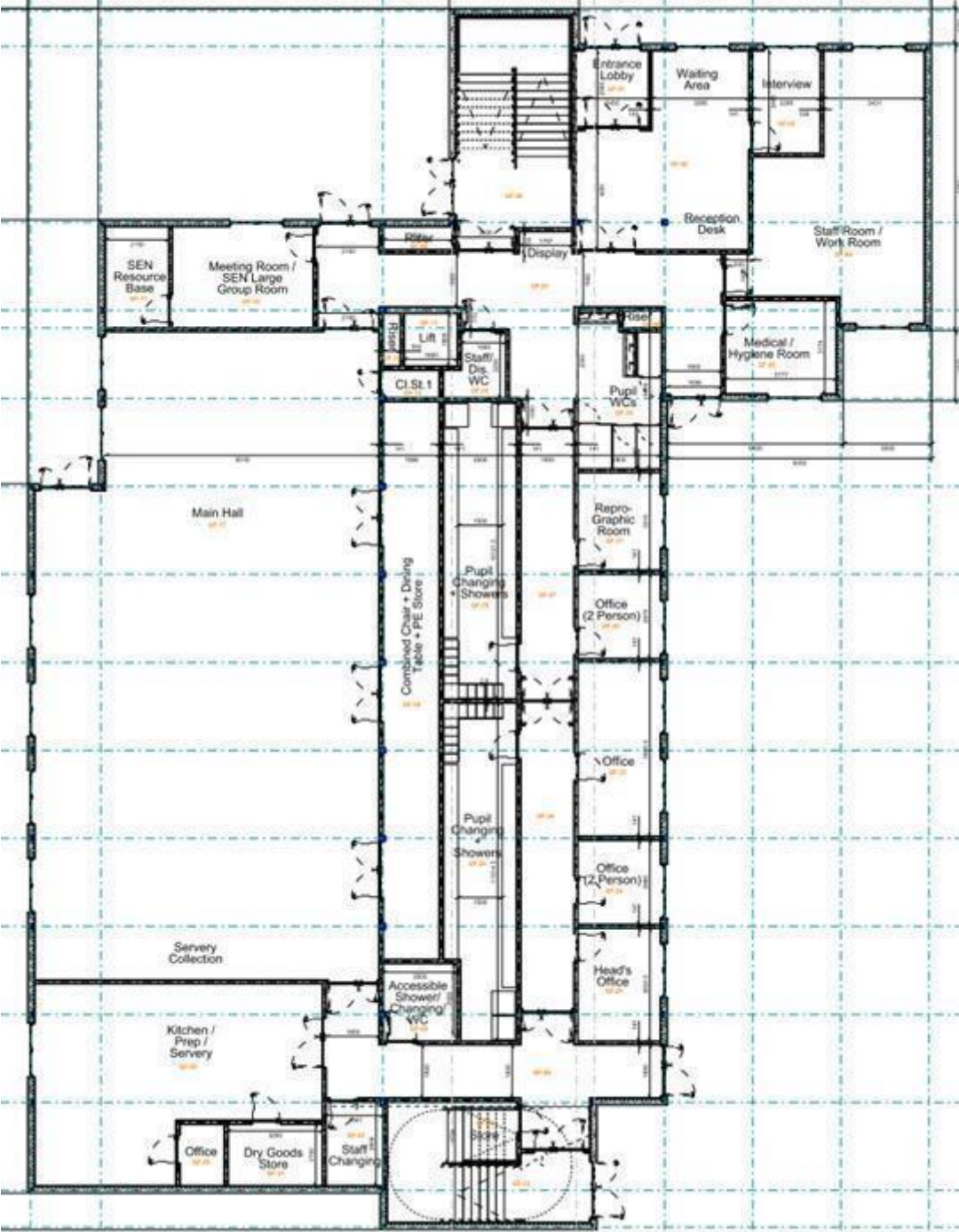
This map is indicative only.

SELECTED SITE PLANS SELECTED SITE PLANS

Proposed site plan



Ground Floor Plan



Brondesbury Park Street Elevation



Christchurch Avenue Street Elevation



Visual Representations





RECOMMENDATIONS

Approval, subject to the conditions set out in the Draft Decision Notice.

A) PROPOSAL

The proposal is for the demolition of the remaining single storey nursery building and the erection of a part three part four storey school building.

The building, of modular construction, is proposed for use by Marylebone Boys' School for a temporary period of 2 years until September 2018, with associated works to include fenced multi-games area (MUGA), car and cycle parking spaces, creation of vehicular and pedestrian access, boundary alterations and hard and soft landscaping.

B) 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 a single storey building located close to the junction between Brondesbury Park and Christchurch Avenue.

The character of the surrounding area is predominately residential. 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.

D) SUMMARY OF KEY ISSUES

Key issues are considered to be:

- The scale and massing of the school and its appearance in the street scene
- Relationship with Willow Court

The highways implications of the development and proposals for their management

E) MONITORING

The table(s) below indicate the existing and proposed uses at the site and their respective floorspace and a breakdown of any dwellings proposed at the site.

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	0		0	0	
Businesses and offices	0		0	0	
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	
Hotels	0		0	0	
Non-residential institutions	0		0	3128	
Residential institutions	0		0	0	
Restaurants and cafes	0		0	0	
Shops	0		0	0	
Storage and distribution	0		0	0	

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total

RELEVANT SITE HISTORY

The subject site has a substantial planning history.

15/3616 - Granted at January Planning Committee, pending completion of legal agreement
Hybrid planning application for full permission for demolition of all buildings and the development of 74 residential units (Use Class C3) comprising of 33 x 1 beds, 23 x 2 beds and 18 x 3 beds in a part three / part four / part five storey building fronting The Avenue with related basement car park comprising 57 parking spaces; and a 3 storey plus basement building fronting Christchurch Avenue, new vehicular access; footways; landscaping and associated works ("Phase 1"); and Outline permission for a school (Use Class D1), with new vehicular and pedestrian access from Brondesbury Park, with details of "appearance", "scale", "layout" and "landscaping" being reserved ("Phase 2").

n.b. "Phase 1" which is the outline part of the permission relates to the same area as the application now being considered.

10/0619 - Granted

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

Prior to this there were several temporary permissions (04/0785, 00/2444 and 99/1804) obtained on the site for various temporary buildings.

CONSULTATIONS

EXTERNAL

Consultation letters were sent to Ward Councillors and over 2000 local owner/occupiers (officers replicated the consultation for this application as for the recent application for the redevelopment of the wider site discussed in the planning history). The application was also advertised by a site notice and a press notice. In response 2 letters of objection have been received to date. A letter of objection has also been received from Ward Councillor Shaw. In summary, the concerns of the objectors include:

- Impact on parking for local residents, finding a parking space is already difficult and will be more difficult after the opening of another school.
- The school will be disruptive even if only for 2 years – the previous application was for a limited number of children from Brent who would be bussed in so there would be minimal disruption.
- The proposal is for 480 children making their own way, while 6% currently travel by car the school is expanding and the future number is unknown.
- The new site is some way from its present site and catchment.
- This number of staff and pupils would put strain on local bus and train services at peak times.
- The noise level from 480 pupils in a residential area would be immense.
- Local residents have no possibility of benefitting from this development as the school is for students living in Marylebone.
- It is stated that pupils will be taken by double decker bus to sports facilities – there are currently no buses this size on nearby roads and this will add to disruption.
- The four storey nature of the building will be imposing and completely out of keeping with the current residential buildings.
- The area is at risk of total over-development, the current residents suffer with noise, traffic, privacy and parking being constantly eroded.

Cllr Shaw raised the following points:

- Unacceptable impact of traffic and pollution on the area from a school which is not for Brent residents
- There are a number of major developments in the area which will also add to this.
- Transportation has not provided any solutions to date.
- Extra buses will be needed which will add to the chaos.

INTERNAL

Transportation Unit

The Council's Transportation Unit raise no objection to the application. Advice on bus capacity should be sought from TfL - see paragraph 22 in 'Detailed Considerations'.

Landscape Design Team/Tree Officer

The submitted details are generally considered to be acceptable though specific methods and construction should be agreed with the tree officer prior to any commencement on site and overseen.

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application

- National Planning Policy Framework 2012 (NPPF)
- National Planning Practice Guidance (NPPG)
- London Plan 2015
- London Borough of Brent Core Strategy 2010

- London Borough of Brent Unitary Development Plan 2004 ('saved' policies)
- Brent Supplementary Planning Guidance 17:- Design Guide For New Development
- Brent s106 Supplementary Planning Document

DETAILED CONSIDERATIONS

1. BACKGROUND
2. 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 Marylebone Boys School to relocate to the site for a temporary period of two years. The school hope to relocate to the subject site whilst their new permanent site, located in the Paddington Basin development, is constructed. The temporary period will allow occupation of the site for two years (24 months) ending in September 2018, the permission would also include the requirement that the temporary building be removed.
3. The school needs to leave the Priory Park Road site as with a new form of entry in September 2016 the school would outgrow the building. The proposed school building which is the subject of this application would accommodate up to 480 boys, consisting of four year groups. The school currently accommodates up to 240 children which would increase to 360 in September 2016 and 480 in September 2017.
4. The site was recently utilised temporarily by the Swiss Cottage SEN School for pupils with a wide range of learning difficulties and other associated needs and disabilities catering caters for approximately 164 pupils, ranging from 2-16 years of age. The SEN school was located on this site while a new permanent building was constructed on its original site in Camden.
5. Additionally, the recent hybrid application considered by Planning Committee in January was granted planning permission, subject to a legal agreement, for a new permanent school on the site. This was granted in outline form only with details of "appearance", "scale", "layout" and "landscaping" being reserved though the principle of a new vehicular and pedestrian access from Brondesbury Park were agreed. A condition was also attached that without the prior written approval of the LPA by a separate planning permission the site shall only be used for the purposed of a special educational needs school, in order that potential transport impacts of any use could be fully considered. The current application is a stand alone full application for a temporary school and all aspects of the proposal are considered in their own right in the report below.
6. THE PRINCIPLE
7. The proposed occupation of the site would involve the demolition of the remaining building on the site and the erection of a part three and four-storey building. Other facilities to be provided include a fenced multi-games area (MUGA), car and cycle parking spaces, creation of vehicular and pedestrian access, boundary alterations and hard and soft landscaping.
8. The site has been in various school/nursery related uses and the recent application supported the principle in outline form of the development of this site for a permanent SEN school, as such the principle of the use is established and supported.
9. In terms of wider community access the school has committed to enabling the building to be used by local community groups etc. during out of school hours. Following this, Marylebone Boys School have prepared an outline strategy document and typical community use activities envisaged include:
 - Sports, art and community development
 - Adult education
 - Organised club use
 - Block bookings
 - Casual one off special events
10. A condition is recommended to secure this access.
11. TRANSPORTATION

12. *Parking*

13. 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.
14. Car parking allowances for educational use are set out in standard PS12 of the adopted UDP 2004. This allows up to one car parking space per five staff, plus 20% for visitors. The staffing total is estimated to peak at 50 in the final year of the permission, meaning up to a maximum of 10 off-street parking spaces would be allowed. Three spaces are proposed, including a wide bay for disabled Blue Badge holders, so standards for general and disabled parking as proposed are acceptable in terms of the standard. Potential staff parking demand is discussed in para. 16 below.
15. In order to assess any impact from short-term parking by parents at the start and finish of the school day surveys of travel patterns amongst the existing 24 staff and 121 pupils at the Kilburn site have been undertaken. These showed 80% of pupils travelling by public transport, 8% by foot and 5% by bicycle/scooter, leaving just 7% travelling by car (the majority of whom car share). The high proportion of pupils travelling by non-car modes is reflective of the age range of pupils (11+). The school is envisaged to grow, with the addition of a new form each September, to a final capacity of 480 pupils in 2018, this would amount to 34 pupils travelling to and from the site by car in about 21 vehicles. With breakfast and after-school clubs being provided, the arrival and departure rates would be spread over a wider time frame, whilst car-borne pupils would also be likely to walk the last part of the journey to the site (rather than being escorted to the gates as happens with younger children). As such, officers are satisfied that short-term parking to set down pupils would be dispersed over a sufficiently large area and timeframe to be able to be safely accommodated within pay and display bays on the adjoining streets, which are not identified as heavily parked during the day or overnight.
16. The staff surveys suggest that 76% of staff travel by public transport, 10% walk and 10% cycle, leaving just 4% travelling by car. For the final staffing total, this would equate to two cars, which could be accommodated within the small car park within the site. The presence of the site within a CPZ will prevent long-term over spill parking by staff on surrounding streets, so there are no concerns over staff parking on-street. General visitors would be able to make use of on-street pay and display bays in the vicinity of the site.
17. Access to the small car park is proposed via a 5.5m wide driveway with gates from Brondesbury Park at the southern end of the plot. As with the previous SEN school proposal, this emerges at the location of a bus stop, which is not acceptable. An alternative position for a shortened bus stop further south outside the adjoining Marada House was therefore previously identified and agreed with London Buses and Brent's Transportation Unit. This location will displace on-street parking spaces though and these are to be re sited in the location of the existing bus stop, which will also allow the number of spaces to be increased from three to four. All associated alterations to the bus stop, shelter, bus stop markings, parking bays, pay and display machines and other street furniture will need to be met by the applicant as part of the costs of providing the site access, including the cost of amending Traffic Regulation Orders. Subject to this agreement the location of the proposed access is acceptable and adequate vehicular and pedestrian visibility splays are provided.
18. Servicing and delivery vehicles are also expected to use the proposed vehicular access to the site to access the playground area, where they will be able to unload and turn within the site (with tracking provided to show that this is possible). This is welcomed in terms of keeping deliveries and refuse collection off-street, but as stated in the Transport Assessment, deliveries will need to be managed to occur only before 7am and after 5pm to avoid conflict with children.
19. Standard PS16 requires at least one bicycle parking space per 10 staff/pupils, giving a requirement for 53 spaces. A secure storage compound alongside the playground has been indicated for 66 bicycles and scooters, with a further four bicycle stands alongside the main building entrance, which more than meets standards.
20. The main pedestrian access is proposed from Christchurch Avenue, which as the less busy road frontage is welcomed. There are existing Car Club spaces in front of the main entrance, which is not ideal, but as a temporary facility for older children, this arrangement is not considered critical to the

acceptability of the proposal. For a permanent school if the same arrangement was proposed adjustments to parking bays and for SCHOOL KEEP CLEAR markings should be considered. It is noted that school children warning signs are already in situ along Brondesbury Park.

21. *Transport Impact*

22. At full capacity in 2018, the school is expected to generate just two car movements in each peak hour by staff, with 21 arrivals and departures in each peak hour by pupils' parents (some of whom may be passing close to the site anyway on their journey to work). Compared to existing daily flows on Brondesbury Park and Christchurch Avenue, the increase in traffic would be less than 2%, as such the proposal does not give rise to any concerns regarding traffic impact on nearby road junctions in the area. The estimated volume of pupil trips to and from the site by bus in each peak hour is however quite high, the most notable being on the route 316 where an additional 20 passengers per bus would be anticipated based on an analysis of the pupils postcodes. Officers have not been supplied with information regarding existing bus capacity, TfL have been consulted on this point and their response is awaited. It may be that the additional capacity may put some strain on existing services on this one specific route however this is not considered to be of such significance to warrant a refusal particularly given that the use proposed is temporary. The EFA have advised that the government has made funding available for the enhancement of public transport services in relation to Free Schools so it is possible that this resource would be available should a capacity issue be identified.

23. *Travel Plan*

24. In order to minimise future traffic emissions in the area, improve travel awareness and promote active and healthy travel, a School Travel Plan has been submitted for the development. This sets out a wide range of measures (promoting sustainable transport through newsletters, induction packs, notice boards etc.), promotion of car sharing, personalised travel planning etc. to be implemented and managed by a named Travel Plan Co-ordinator, with the Travel Plan aiming to receive TfL STARS accreditation. The Travel Plan aims to reduce the proportion of journeys to and from the site by car to 6% for pupils and 3% for staff (down from 7% and 4% respectively) within 12 months, with the staff modal share by bus aiming to increase to 15%. Targets are to be reviewed again following the undertaking of the initial survey at the new site. The overall span of the Travel Plan is five years, beyond the proposed temporary use, to also cover the future move to the new Paddington Basin site and this long term view is welcomed. The School Travel Plan is considered to be acceptable in its current form and its implementation can be secured by condition as the proposal is temporary in nature.

25. *Construction Management*

26. A construction management plan for the development has been submitted with the application and reviewed by Highways officers. The document sets out how construction works and associated traffic will be managed during the course of the works. Proposals include that deliveries will be pre-booked 24 hours in advance to ensure they are ready to be received and's timed to avoid morning rush hour. The construction will utilise pre-fabricated units meaning that 80% of construction work is undertaken off-site. The units will be delivered in batches of 20 and brought onto the site via the proposed Brondesbury Park access as such no on-street loading bay is required. In terms of the constructions of the adjoining housing sites, this would be envisaged from Christchurch Avenue and The Avenue frontages respectively.

27. URBAN DESIGN

28. The scale and massing of the building has been designed to respond to the two separate road characters that it fronts. On Christchurch Avenue adjacent to Willow Court the building is proposed to be three storeys whilst this steps up to four storeys away from Willow Court just for the width of the stair well and remains at this height on Brondesbury Park, stepping down again to three where its neighbour is the five storey Marada House. The Brondesbury Park elevation drawing shows that the height of the two adjacent buildings is very similar.

29. The building line also responds appropriately to both street frontages. The building follows the main building line of Willow Court, with a forward projection for the stair well though this is more shallow than Willow Court's front gable projections. On Brondesbury Park the building follows the strong established building line of Marada House and as this is at a slight angle to the road the building becomes steadily closer to the front boundary, towards its northern end it steps in by approximately 2.5m maintaining a reasonable set back from the boundary and preventing the building from having an overbearing impact

on the street scene.

30. The school does not project up to the corner of the site at the junction as this is the area of retained trees discussed in more detail below.
31. The elevational detail is very simple given the temporary nature of the building and its modular construction. It has however been ensured that the fenestration is positioned uniformly throughout the elevations to establish rhythms. The cladding is a wall panelling system in a light and a dark grey which is a similar colour palette to that used for the previous temporary SEN school. White window frames are proposed with white panels between adding another colour variation to the elevations. The applicant has provided a useful visual representation of the proposed building showing the material variety. This visual omits the trees but in reality the large existing street trees and the trees which are to be retained and protected at the north west corner of the plot provide a substantial screen to the site so that only partial elevations will be visible to passers by.
32. In terms of boundary treatments, the applicant intends to replace the existing vertical timber board fencing with a new fence to match and maintain the existing wall.

33. IMPACT ON ADJOINING OCCUPIERS

34. As with the front building lines the depth and footprint of the building has been designed to minimise impact on residential neighbours. Adjacent to Willow Court on Christchurch Avenue the building is set off the boundary by 1.7m and the rear elevation projects just 1m further than Willow Courts rear elevation. At 4.8m away from the boundary the rear projection increases to a depth of 3.5m beyond Willow Courts rear elevation, this part of the building is limited to three storeys in height and results in an acceptable relationship.
35. The four storey part of the building which fronts Brondesbury Park is 21.7m in depth and its rear elevation is 10.8m away from the side boundary of Willow Courts rear amenity space and car parking area. This relationship achieves an angle of approximately 47 degrees from a heights of 2m at the curtilage of the site. SPG17 recommends development fall within an angle of 45 degrees from the rear site boundary in order to manage the relationship on the rear facing windows and amenity space, development to the side does not have a direct impact on outlook and given the only very slight increase on the 45 degree guidance the relationship is not considered to be overbearing.
36. A daylight/sunlight report has been submitted which explores the relationship of the proposed school and the open space to the rear of Willow Court and finds that the majority of the softlandscaped area would achieve at least 2 hours of sun, modelled on 21st March, exceeding BRE's 50% guidance.
37. Marada House to the south east of the site has an elevation close to the southern site boundary with windows which could be directly affected by the proposed building. The front block of Marada House is less than 1m in from the boundary on average and the proposed school is set 11.7m away from the boundary. The rear projection of Marada House is 4.5m or more in from the boundary while the proposed school at this point would maintain a 10.3m set in. As such the school is providing a generous buffer between itself and Marada House which relies on space outside of its own site for light and outlook.
38. The Marada House windows facing the site are not within 90 degrees on south and as such the assessment of impact is of daylight rather than direct sunlight. The daylight report identifies 34 windows on the facing elevation which could be affected by the development and the impact of the development was assessed using the vertical sky component measurement which assesses the visible sky from the centre of the window. The recommended level is 27 percent, three were found to have levels below this currently and six more would reduce to no lower than 23.24%. Where the level reduces to no lower than 80% of its original level the guidance sets out that the impact would be negligible and the results show five of the 34 windows would experience a reduction to no lower than 65.6%. These are to rooms at ground and lower ground floors, the window arrangement doesn't appear to tally exactly with available approved plans of the site however the consultants have surmised that three of the windows belong to a bathroom or secondary room i.e. secondary bedroom, while the two remaining windows are thought to be to habitable rooms in the rear projection part of Marada House.
39. In summary given that the existing site is undeveloped and the proposed building is three to four storeys it is natural that there will be some level of impact on adjacent windows and due to the proximity of Marada House windows to the site boundary they are susceptible to this impact. However the proposed

school has provided a generous set in and has stepped down its height to mitigate the impact and it would be unreasonable to expect a smaller development still when Marada House has maximised development within its own site. The impact on two habitable room windows is marginally greater than recommended. However the layout of units that officers have seen shows that units are dual aspect and, the relationships as discussed above are on balance considered to be acceptable and would not warrant a refusal.

40. 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 can lawfully be used as D1 and could be reoccupied at any time for such a purpose. Overall, it is not considered that the proposal would generate unreasonable noise disturbance to neighbouring occupiers.

41. RELATIONSHIP OF PROPOSED SCHOOL WITH ADJACENT DEVELOPMENT SITE

42. The application considered for the wider site at Planning Committee in January encompassed the site to the north east of Willow Court which is to the north west of the proposed games area and the wider site to the east. These are two distinct housing sites in the application. Whilst it may not be ideal to have construction works adjacent to the school site it is at least possible for the work to be undertaken without needing access from the school site.

43. The one requirement of this current application site in terms of the construction of the wider site is for the provision of a connection for future services shown on the site plan under the rear of the games area and cycle parking area. The timing of this will need to be agreed by the various parties.

44. TREES

45. A detailed tree survey has been submitted with the application and identifies the retention and protection of category B trees at the north west corner of the site and the removal of lesser quality category C trees which are dispersed over the site.

46. Additional tree planting is also proposed at the site boundary with Willow Court and the balance of loss, replacement and retention of the best quality trees is accepted.

47. Along the southern boundary within root protection areas (RPAs) it is proposed that hard standing would be constructed over existing pavement without excavation of the existing hard standing. Within the root protection areas at the north west of the site the hard surfacing will be constructed without excavation of existing soil.

48. The school building is likely in part to impact on tree canopies and any work required to trees as well as the step by step methodology to ensure the protection of roots during construction needs to be agreed in advance with the borough's tree officer and overseen by a qualified person, as does all work within root protection areas.

49. NEIGHBOUR COMMENTS

Neighbour objection	Officer comments
Impact on already difficult parking for local residents	Para's 15-16
The school will be disruptive even if only for 2 years – the previous application was for a limited number of children from Brent who would be bussed in so there would be minimal disruption.	The construction management plan seeks to minimise disruption during the development and the highways section sets out a full assessment of the management of movements to and from the site.
The proposal is for 480 children making their own way, while 6% currently travel by car the school is expanding and the future number is unknown.	The Travel Plan and its targets will apply to all future students.
The new site is some way from its present site and catchment. Local residents have no possibility of benefitting from this development as the school is for students living in Marylebone.	While further consideration may be necessary is the proposal was permanent the use of the site for 2 years does not disadvantage Brent pupils as the site is not in immediate demand otherwise.

This number of staff and pupils would put strain on local bus and train services at peak times.	Para. 22
The noise level from 480 pupils in a residential area would be immense.	Para. 40
It is stated that pupils will be taken by double decker bus to sports facilities – there are currently no buses this size on nearby roads and this will add to disruption. Extra buses will be needed which will add to the chaos.	Para. 20
The area is at risk of total over-development with the current residents suffer as noise, traffic, privacy and parking are being constantly eroded. There are a number of major developments in the area which will also add to this.	Para. 22
Transportation has not provided any solutions to date.	Transportation impacts are summarised in para. 22

SUSTAINABILITY ASSESSMENT

As a temporary building it is not realistic to expect that the sustainability standards expected of permanent buildings be achieved for both practical and viability reasons. However the submission sets out a number of measures designed to reduce energy consumption, these points are positive and demonstrate that consideration has been given to sustainability:

- Lighting - motion sensors will be fitted throughout to ensure lighting only turns on when the rooms are occupied.
- Windows - double glazed sealed units achieving a 'U' value of 1.6 w/m²k.
- Natural ventilation is proposed for the classrooms (other than where additional ventilation is required for science experiments)

For permanent buildings applicants are required to work through the Lean, Clean and Green requirements set out in the London Plan to achieve the necessary carbon reduction levels. Officers are of the opinion that the applicant can provide further detail on Lean measures in particular:

- Materiality and Fabric
- Low energy Lighting
- Heating and cooling

The applicant has been asked to consider these points if they have not already and to provide additional detail. Further information will be provided in a supplementary report to planning committee.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/0169

To: Kieran Porter
HPA Architecture Ltd
Unit 4, Seagoe Industrial Estate
Craigavon
BT63 5QS

I refer to your application dated 14/01/2016 proposing the following:
Demolition of existing single storey nursery building and erection of a part three part four storey building to provide educational accommodation for use by Marylebone Boys' School for a temporary period of 2 years until September 2018, with associated works to include fenced multi-games area (MUGA), car and cycle parking spaces, creation of vehicular and pedestrian access, boundary alterations and hard and soft landscaping
and accompanied by plans or documents listed here:
See condition 2
at Land at the Junction of Brondesbury Park & Christchurch Ave, Christchurch Avenue, London

The Council of the London Borough of Brent, the Local Planning Authority, hereby GRANT permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date:

Signature:

Head of Planning, Planning and Regeneration

Notes

1. Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved by the decisions of the Local Planning Authority.
2. This decision does not purport to convey any approval or consent which may be required under the Building Regulations or under any enactment other than the Town and Country Planning Act 1990.

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

Brent Unitary Development Plan 2004
Council's Supplementary Planning Guidance 17

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
Transport: in terms of sustainability, safety and servicing needs
Community Facilities: in terms of meeting the demand for community services

- 1 This permission shall be for a limited period, expiring on 30th September 2018 after which the buildings and works hereby approved shall be removed and the property reinstated in accordance with details and a timetable to be submitted to and agreed in writing by the Local Planning Authority prior to 30th September 2018.

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 drawing(s) and/or document(s):

SD001 A
PD005 D
PD006 A
PD010 C
PD011 C
PD015
PD020 A
PD021 A
PD022 A
PD030 A
PD031 A
2345/15/B/3A
2020-MBS-VSP-A
Design & Access Statement
Planning Statement
Ventilation & Extraction Statement
Proposed Temporary Relocation Marylebone Boys' School Travel Plan December 2015
Marylebone Boys School Tree Survey Issue 1 December 2015
Marylebone Boys School Construction Management Plan

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

- 3 The Proposed Temporary Relocation Marylebone Boys' School Travel Plan December 2015, 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 Marylebone Boys School Tree Survey Issue 1 December 2015 unless otherwise agreed in writing with the Local Planning Authority. No less than one week prior to the commencement of work within root protection areas the developer shall notify the LPA's Tree Protection Officer to approve the proposed methodology and its implementation on site. Details to be submitted shall include:
- Installation of temporary hard surfacing for root protection (a full and detailed methodology of the specific system to be used including details of its construction).
 - Details of permanent paving shown on frontage along with a statement describing the current condition of the surface and its current permeability and load bearing qualities. This will be used to inform the Council as to any negative impact the additional layer may have on the ability of tree roots to metabolise. A detailed construction methodology should also be provided in order to demonstrate that the current surface will not be damaged or breached during addition of paving.

All work within RPA's must be supervised by a qualified Arboriculturalist. The project arboriculturalist shall sign off each stage of work where it encroaches on the RPA's of retained trees and keep a photographic journal of each of the construction phases within RPA's to be made available to the LPA on request.

If any trees within the site show signs of damage during the lifetime of the development they shall be suitably replaced or otherwise compensated for on or off site in accordance with details agreed in writing by the LPA.

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 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the landscape works (including species and plant sizes) shall be submitted to and approved in writing by the Local Planning Authority within 3 months of the commencement of works. Any approved planting, turfing or seeding included in such details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority. Such a scheme shall include:-
- Tree species, size (minimum tree size of 18-20cm advanced nursery stock) and exact location along with details of tree pit type and maintenance/watering regime.
 - further details of all hard landscape works and proposed materials for this;
 - details of the proposed arrangements for the maintenance of the landscape works.

Any trees, or other planting, planted in accordance with the approved scheme which, within 2 years 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 The noise level of any ventilation/extraction systems together with any associated ducting shall achieve 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment shall be carried out in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. If the predicted noise levels of the plant exceed those specified within this condition, then a scheme of insulation works to mitigate the noise shall be implemented.

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

- 8 All new external work shall be carried out in accordance with details of materials set out within the approved documents.

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

- 9 Prior to the occupation of the building, a Sustainability Strategy shall be submitted to the LPA setting out how the applicant has used best endeavours to maximise the sustainability of the building through the London Plan's lean, clean and green hierarchy.

Reason: In the interests of environmentally sustainable development.

- 10 A scheme detailing water efficiency and management measures , including measures to limit the use of water, together with rainwater harvesting and grey-water re-use, shall be submitted to and approved in writing by the Local Planning Authority within three months of the commencement of the works. The development shall be carried out in full accordance with the approved details.

Reason: To ensure a sustainable development.

Any person wishing to inspect the above papers should contact Liz Sullivan, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5377