

## Agenda Item 04

### Supplementary Information

**Planning Committee on 9 March, 2016**

Case No.

16/0169

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Location	Land at the Junction of Brondesbury Park & Christchurch Ave, Christchurch Avenue, London
Description	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

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Members visited the site on 5th March 2016 and viewed the site from Christchurch Avenue and Brondesbury Park.

Members raised two queries in respect of the relationship of the school with Marada House:

#### **1. Relationship between the school and Marada House**

Members queried whether the windows in the flank of the the school would be obscured glazed to prevent loss of privacy to Marada House. The applicant has confirmed the windows on that elevation will be obscured glazed and a condition shall be imposed to that effect.

Members also queried the visual impact of that flank elevation on the outlook of residents of Marada House. The elevation is articulated, with a set back at fourth floor and a small projection for the stair case, along with windows and a changing elevational treatment whilst a retained tree will serve to break up the mass of the block; therefore you officers are satisfied that this temporary structure will not have a materially harmful impact on the outlook of neighbouring residents.

#### **2. Additional objection**

One additional objection has been received since the publication of the committee report resulting in a total of three objections from residents and an objection from Cllr Shaw.

This most recent objection raises the following concerns:

- Impact of another school on noise, parking and the peaceful enjoyment of the area.
- The proposal does not benefit residents of Brent.
- The distance of the school from Westminster will lead to many more parents dropping their children off and picking them up by car.
- There are existing traffic problems around Mallorees and on Salusbury Road and Brondesbury Park.
- The site offers visual amenity for the local community and sanctuary for urban wildlife.
- Object to any tree being removed or harmed for a temporary development.
- A four floor building will change the character of the site and is too high and dense.
- Cheap modular construction does nothing to ameliorate the aesthetics of our built environment, nor is it environmentally sustainable
- Its not clear what will happen to the site once the school no longer need the facility which is important as this application could set a precedent for future development.

The committee report discusses these points specifically including the detailed Travel Plan and assessment of the school children's current modes of transport to current the Kilburn site. Para's 20-29 of the report include a review and assessment of the detailed transport information submitted and conclude that the proposal will not result in an unacceptable impact on the public highway, subject to the continued implementation of the Travel Plan.

While the removal of lesser quality trees is agreed trees around the boundary of the site are to be retained and it is vital that their root protection areas are well protected during construction. It is required by condition that all details be agreed with Brent's Tree Protection Officer.

Regarding the scale of the building, while the proposal is much larger than the existing building on the site the committee report sets out its relationship with the siting and scale of adjacent buildings and how it fits acceptably into this context.

On the topic of sustainability the applicant has confirmed that they are happy to provide further information regarding how the Mayor's lean, clean and green hierarchy of carbon reduction has been considered, to maximise the efficiency as far as reasonable in a temporary building. A condition was proposed in the original report to seek this detail.

For clarity once the school has relocated to its permanent site it is required that the temporary building be removed. This requirement is set out in recommended condition 1 which reads as:

*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 30<sup>th</sup> September 2018.*

The submitted details will be expected to include further detail tree protection measures.

### **3. Bus capacity:**

TfL have yet to confirm whether there is likely to be an impact on the capacity of bus routes serving the school however this is expected in the next few days. In the event that there is harmful impact on bus capacity then mitigation measures can include financial contributions to improve capacity. The Department for Education have made provision for this type of mitigation in the Free Schools programme however Officers propose a condition be imposed to ensure this matter is resolved before occupation of the school. The condition is proposed to be worded in such a way that in the event there is no need for mitigation measures then the condition can be discharged.

### **4. Additional conditions:**

#### Windows:

The windows on the side elevation facing Marada House shall be obscured glazed and non-opening below 1.7m and shall be retained as such for the lifetime of the development.

Reason: in the interests of amenity of neighbouring residents

#### Bus capacity:

Unless otherwise agreed in writing with the Local Planning Authority:

(a) prior to occupation of the Development a Bus Strategy shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London and shall include details of:

- (i) a Bus Capacity Assessment being an assessment of the impact of this Development on the capacity of bus routes serving this Development; and
- (ii) in the event that the Bus Capacity Assessment identifies a shortfall in capacity on the bus route(s) serving this Development as a result of this development, the Bus Strategy shall set out the Bus Capacity Enhancements including a scope of mitigation works and schedule for implementation of the Bus Capacity Enhancements if required.

(b) In the event that the Bus Capacity Assessment identifies a shortfall in capacity on the bus route(s) serving this Development as a result of this development, prior to occupation of the Development the applicant shall enter into an appropriate agreement with Transport for London, which shall be submitted to and approved in writing by the Local Planning Authority in consultation with Transport for London, to directly implement or otherwise fund the Bus Capacity Enhancements in accordance with the approved scope of works and schedule for implementation within the approved Bus Strategy.

Reason: In the interests of public transport accessibility

**Recommendation: Remains approval subject to conditions and resolution of bus capacity**

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