

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

22 July, 2020  
03  
20/0762

## SITE INFORMATION

RECEIVED	4 March, 2020
WARD	Brondesbury Park
PLANNING AREA	
LOCATION	Ex Marylebone Boy's School, 60 Christchurch Avenue, London, NW6 7BH
PROPOSAL	Erection of a four storey SEN school (Use Class D1); creation of external playspace, provision of waste storage; creation of a new vehicular crossover from Christchurch Avenue; alterations to boundary treatment with associated landscaping
PLAN NO'S	See condition 2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_149219">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_149219</a></p> <p><b><u>When viewing this as an Hard Copy</u></b></p> <p>Please use the following steps</p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "20/0762" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

Grant planning permission subject to the completion of a satisfactory Section 106 or other legal agreement and delegate authority to the Head of Area Planning or other duly authorised person to agree the exact terms thereof on advice from the Director of Legal Services and Procurement.

That the committee resolve to GRANT planning permission subject to:

The prior completion of a legal agreement to secure the following planning obligations:

1. Energy Assessment and Carbon Offset payment
2. Training and employment
3. Any other planning obligation(s) considered necessary by the Head of Planning.

That the Head of Planning is delegated authority to negotiate the legal agreement indicated above.

Resolve to **grant** planning permission subject to conditions.

That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

### Conditions

1. Time Limit
2. Approved Plans
3. Details of materials
4. Considerate Constructors membership
5. Non road mobile machinery
6. Compliance with submitted travel plan
7. Landscaping scheme
8. BREEAM Interim Stage Certificate
9. Post construction stage review
10. Construction Logistics Plan
11. Evidence of mitigation measures
12. Construction method statement
13. Details of cycle storage
14. Creation of access
15. Arboricultural method statement and tree protection plan
16. Cafe to remain ancillary
17. Community Use Agreement

### Informative

1. London Living Wage
2. Party Wall
3. Thames Water Notification
4. Thames Water: Water Pressure

That the Head of Planning and Development Services is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

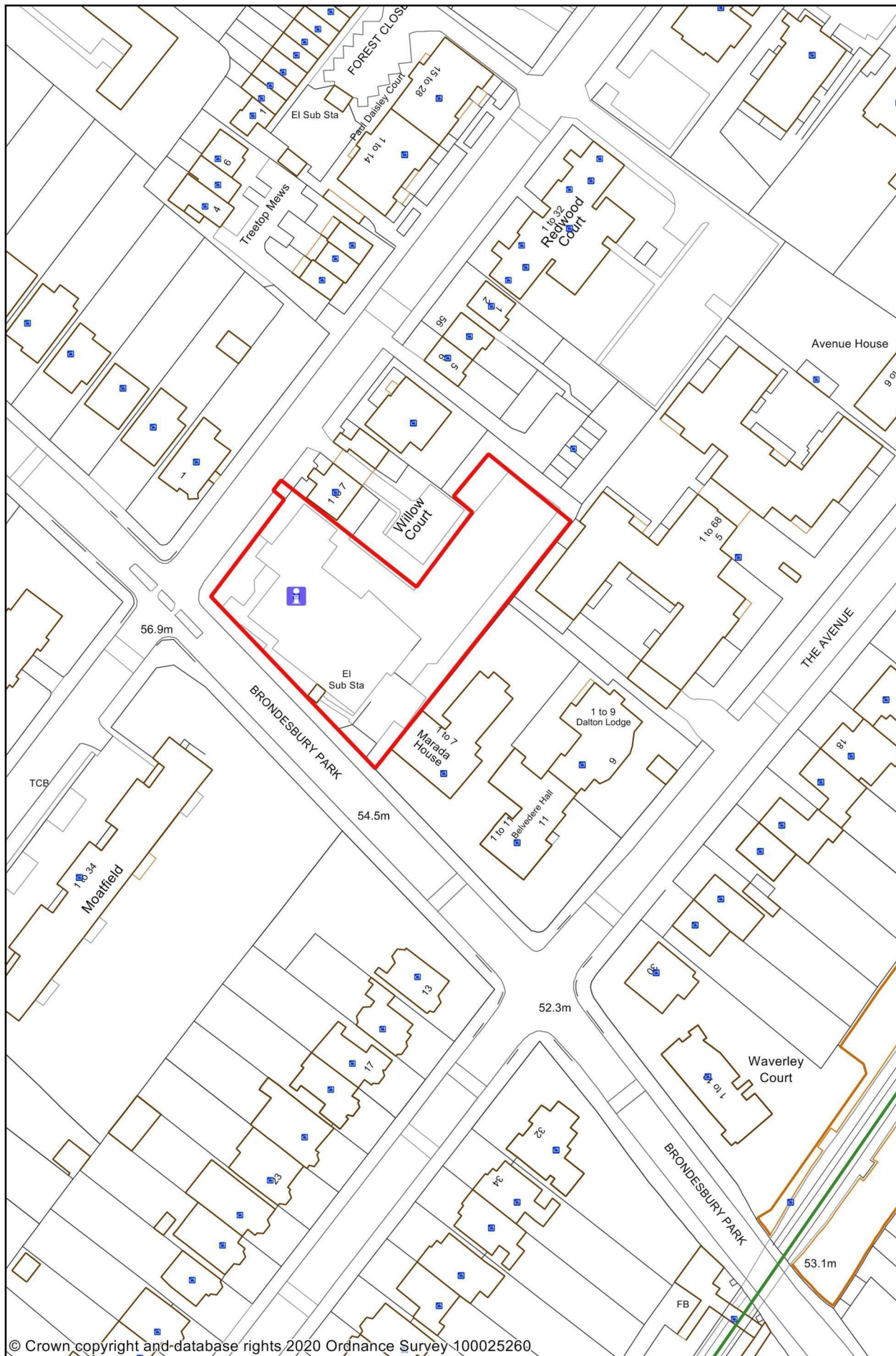
## SITE MAP



## Planning Committee Map

Site address: Ex Marylebone Boy's School, 60 Christchurch Avenue, London, NW6 7BH

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This map is indicative only.

## PROPOSAL IN DETAIL

Erection of a four storey SEN school (Use Class D1); creation of external playspace, provision of waste storage; creation of a new vehicular crossover from Christchurch Avenue; alterations to boundary treatment with associated landscaping

## EXISTING

The subject site is an irregular shaped piece of land located between the north-western side of The Avenue, the south-eastern side of Christchurch Avenue ( and the north-eastern side of Brondesbury Park . The site, which is currently vacant, has previously been occupied by a single storey building in use as a school, and more recently was occupied by a 4-storey temporary school for 480 pupils, constructed under temporary planning permission 16/0169. This permission required clearance of the site by April 2019 and the site is now cleared.

The character of the surrounding area is predominately residential and consists blocks of flats up to five storeys as well as large detached dwellings. The site is not located in a conservation area and does not contain any listed buildings.

## SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application:

1. **Representations received:** Three objections have been received. It is considered that the proposal accords with planning policy, having regard to material consideration, and it is recommended that planning permission is granted. .
2. **Provision of a new SEN school:** The site has historically been used as a school site and the continued use of the site for this purpose is strongly supported. The proposal would also provide a new school to meet identified need and would replace a temporary facility at Queens Park School.
3. **Design, layout and height:** The scale of the development would be appropriate in this context and the layout would largely follow previous buildings on site. Whilst the development utilises more contemporary materials, this are considered appropriate to its use and would nevertheless, ensure the building integrates well with its surroundings.
4. **Neighbouring amenity:** The development has been assessed against the guidance in SPD 1 and would largely be compliant. A daylight/sunlight assessment has been submitted and the losses identified are acceptable and can largely be attributed to the unique, vacant nature of the site.
5. **Highways and transportation:** A transport assessment and travel plan have been submitted by the applicant to demonstrate that the school would not have an unduly detrimental impact on the local highway network. Sustainable transport modes have been promoted and a number of conditions have been agreed in order to ensure highway safety.
6. **Trees, landscaping and public realm:** The applicant has submitted a tree survey and arboricultural method statement to ensure the protection of healthy trees. Of the 32 tree identified on site 10 trees are proposed to be removed and additional trees planted to mitigate against the loss. Additional soft landscaping is also proposed where it does not conflict with the usability of the school.
7. **Sustainability:** The development would achieve a 53% reduction on carbon emissions over Part L of building regulations, with the requirement being 35%. The applicant has also submitted evidence to demonstrate that the building has been designed to meet the requirements of BREEAM excellent.

8. **Flood Risk:** The site is in Flood Zone 3a for surface water flooding and the applicant has demonstrated that the proposed development would not give rise to an increase in surface water flooding through the incorporation of blue roofs, attenuation storage tanks and porous paving.

## 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").

"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

400 neighbouring properties were notified by letter. A site notice was displayed and a press notice placed in the local newspaper. 3 objections and 2 neutral comments were received. The comments made have been summarised below

Objection	Response
Busy intersection which is already congested due to the number of schools in the area	Please refer to transport section of report.
Noise during construction period	This is controlled by environmental health legislation.
Insufficient parking	Please refer to transport section of report.
Violation of all surrounding houses to set up another school in the area	The site has historically been used as a site for a school and the land use is not being changed.
Loss of natural light to neighbouring residential building	Please refer to neighbouring amenity section.
Noise disturbance caused by having a school in close proximity to neighbouring properties	A noise assessment has been submitted with the application, which is has assessed by environmental health officers and deemed acceptable. When considering the hours of operation and the use of the site, the proposal would not result in a significant level of disturbance to the neighbouring occupiers.

## POLICY CONSIDERATIONS

For the purposes of Section 36(6) of the Planning and Compulsory Purchase Act 2004, the Development

Plan in force for the area is the Brent Core Strategy 2010, the Wembley Area Action Plan 2015, Brent Development Management Policies DPD 2016 and the London Plan 2016 (Consolidated with Alterations since 2011)

## **Key policies include**

### **The London Plan consolidated with alterations since 2011 (March 2016)**

- 3.1 Life Chances for All
- 3.18 Education Facilities
- 3.19 Sports Facilities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.15 Water Use and Supplies
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.6 Architecture
- 7.14 Improving Air
- 7.15 Reducing and Managing Noise
- 7.21 Trees and Woodlands

### **Brent Core Strategy (2010)**

- CP1: Spatial Development Strategy
- CP2: Population and Housing Growth
- CP5: Placemaking
- CP6: Design & Density in Place Shaping
- CP10: Growth End Growth Area

### **Brent Development Management Policies (2016)**

- DMP 1: Development Management General Policy
- DMP 9A: Managing Flood Risk
- DMP 9B: On Site Water Management and Surface Water Attenuation
- DMP 12: Parking



## DMP 13: Movement of Goods and Materials

In addition the Examination in Public for the Draft New London Plan has been completed and the Panel Report has been received by the GLA. The GLA have now released a "Intend to publish" version dated December 2019. This carries substantial weight as an emerging document that will supersede the London Plan 2016 once adopted. As such considerable weight should be given to these policies.

### **Draft London Plan**

GG1 Building Strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG5 Growing a Good Economy

GG6 Increasing Efficiency and Resilience

D1 London's Form and Characteristics

D2 Delivering Good Design

D3 Inclusive Design

D7 Public Realm

D11 Fire Safety

D13 Noise

G1 Green Infrastructure

G7 Trees and Woodlands

S1 Developing London's social infrastructure

S3 Education and Childcare Facilities

S5 Sports and recreation facilities

SI1 Improving Air Quality

SI5 Water Infrastructure

SI7 Reducing Waste and Supporting the Circular Economy

SI12 Flood Risk Management

SI13 Sustainable Drainage

T4 Assessing and Mitigating Transport Impacts

T5 Cycling

T6 Car Parking

T7 Deliveries, servicing and construction

The council is currently reviewing its local plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. At its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. Therefore having regard to the tests set

out in the paragraph 48 of the NPPF it is considered by Officer's that greater weight can now be applied to policies contained within the draft Brent Local Plan.

### **Brent Draft Local Plan**

BD1: Leading the Way in Good Urban Design

BS1: Social Infrastructure and Community Facilities

BG12: Trees and Woodlands

BSUI2: Air Quality

BSUI4: On Site Water Management and Surface Water Attenuation

BT1: Sustainable Travel Choice

BT2: Parking and Car Free Development

BSU13 Managing Flood Risk

BSU14: On site water management and surface water attenuation

Other material planning considerations include:

### **National Planning Policy Framework (2019)**

#### **Supplementary Planning Documents/Guidance (SPD/SPG)**

Brent SPD1: Design Guide for New Development (2018)

Mayor's Sustainable Design and Construction SPG

National Planning Policy Guidance

National Design Guide

Brent Waste Planning Guide

## **DETAILED CONSIDERATIONS**

### **1. Principle**

1.1 There is a need for new SEN provision in Brent as identified in the Brent School Place Planning Strategy. The proposed school would have capacity to accommodate 104 pupils

1.2 The existing site has historically been occupied by D1 uses and was most recently used to temporarily accommodate 480 pupils from Marylebone Boys School . Prior to this it was occupied by a Specialist SEN school.

1.3 London Plan Policy 3.18 states that development proposals for high quality infrastructure will be supported in light of local and strategic social infrastructure needs assessments. It states that the suitability of redundant social infrastructure sites for other forms of social infrastructure should be assessed first before other development proposals are considered. These principles are reiterated in the Draft London Plan Policy S1, which places a similar emphasis on the need to secure adequate social infrastructure to meet the needs of communities and contribute towards a good quality of life.

1.4 Specifically to education London Plan Policy 3.18 states that development proposals which enhance education and skills provision will be supported. This policy goes on to state that proposals for new schools should be given positive consideration and should only be refused where there are demonstrable negative

local impacts which substantially outweigh the desirability of establishing a new school. Furthermore, Draft London Plan Policy S3 requires borough to ensure a sufficient supply of good quality educational facilities to meet demand and offer educational choice.

1.5 At local level, Core Strategy Policy 23 seeks to protect and provide community and cultural facilities and DMP 1 states that development will be acceptable providing that it results in no loss of community facilities. Furthermore, emerging Draft Local Plan Policy BS11 emphasises the importance of providing adequate social infrastructure to support Brent's diverse community, reduce inequality and help to promote social inclusion and social wellbeing.

1.6 As stated above there is an identified need for additional SEN spaces in the borough which the development would help to meet. Furthermore, as the development would ensure the continued use of the site for community, and more specifically educational purposes, the development would be consistent with current and emerging London and Local Plan Policy.

## **2. Character and appearance**

2.1 The subject site occupies a corner plot at the junction with Christchurch Avenue and Brondesbury Park. Both roads are relatively varied in nature, with Christchurch Avenue comprising predominantly three storey buildings, although four storey blocks of apartments are also present. Brondesbury Park is more varied with greater scale buildings including 5 storey Marada House. The proposed school building would be four storeys fronting both Christchurch Avenue and Brondesbury Park and therefore in terms of its scale, it would have an acceptable impact on both street scenes. The scale of the building would reduce to the rear in the interest of neighbouring amenity.

2.2 In terms of building lines, the building would sit on the same front building line as Willow Court, maintaining the established front building line on Christchurch Avenue. The boundary along Brondesbury Park is at an angle and the proposed building has been positioned to reflect this. Whilst it would sit close to the footpath near the junction with Christchurch Avenue, the set off would increase to ensure the building retains an generous frontage which is a feature of this part of Brondesbury Park.

2.3 In terms of materials, surrounding buildings are predominantly brick built. Where different materials are present, this is to add detailing.. There are only a few examples of buildings that do not follow this pattern including neighbouring Marada House, Belvedere Hall and adjacent Moatfield. However, none of these buildings are recent additions. The proposed school building would utilise brick at ground floor level and copper cladding to the upper floor levels. Therefore whilst the school building would be predominantly clad, consideration should be given to the fact that unlike others in the vicinity, the building is not residential, and therefore the presence of this more contemporary material distinguishes it as a different use. Furthermore, whilst the materials would not be consistent with the predominant material in the area, the proposed cladding is considered to be high quality and the colour of it would help to ensure that the resulting school building satisfactorily integrates with its more traditional surroundings. Whilst there is an element of render to the Brondesbury Park elevation, this provides a visual break to what is quite a long, flat elevation and would match the material of neighbouring Marada House. Whilst render is also proposed to the side and rear of the building, these elevations would not be highly visible and therefore the use of this can be accepted in this instance.

2.4 In terms of detailing, the Christchurch Avenue elevation is treated as the principle elevation with a more active frontage and a consistent pattern of fenestration. During the course of the application, the fenestration to the Brondesbury Park elevation was amended to achieve a greater degree of consistency. Whilst there is some concern that there would be little activity to the ground floor of this elevation, there would be a relatively high boundary treatment, and a number of semi mature trees are proposed to be planted which would provide some interest and when mature would provide screening of the ground floor.

2.5 Plants associated with the school are proposed to be located at roof level, which cover an extensive area. In order to limit the visual impact of the plant louver screening is proposed. The screening would be 2.3m high above the parapet and although it would be well set back from the Christchurch Avenue elevation, it would be set back 1m. behind the parapet when viewed from Brondesbury Park, it would therefore be visible from this viewpoint and would appear similar to a fifth storey. Nevertheless, its practical purpose is noted and the screening would be preferable to leaving the plant exposed.

2.6 The development would therefore have an acceptable impact on the character and appearance

of the dwelling.

### **3. Trees and Landscape**

3.1 The application has been accompanied by an arboriculture report. The report identifies that there are a mixture of mature trees both within the site and adjacent to the immediate boundaries, with a number of these subject to statutory protection. Of the 32 trees identified on site, 10 of these trees are proposed to be removed with 4 of them falling within Category B (moderate value) and the others being Category C or U and thereby having a low amenity value. The proposed works include the removal of trees to both the Brondesbury Road boundary and the Christchurch Avenue boundary. However, in order to mitigate against any loss, the applicant has submitted a tree planting plan showing the provision of 7 trees, with 3 of these located along the Brondesbury Park boundary.

3.2 In order to ensure the protection of the retained trees, a condition will be attached to this permission in the event of an approval, requiring adherence to the arboricultural report as well as the submission of a site supervision and monitoring schedule.

3.3 In terms of soft landscaping this is very limited, given that a large amount of space around the building is to be used for facilities associated with the school use. Where proposed, soft landscaping is located along the boundary with Marada House with just small areas to the rear. The area to the rear would not be viewed as a whole from surrounding vantage points and the full extent of the hardstanding would only really be appreciated from within the site. Therefore although, the ratio of hard to soft landscaping would clearly be disproportionate, having regard to the nature of the use, together with the competing requirements in terms of space, the provision is considered acceptable. It is noted that the landscaping provision is similar to previous educational uses on site. Nevertheless, a full landscaping scheme is requested by condition and in the event of an approval, the applicant is highly encouraged to explore opportunities to maximise soft landscaping to visible frontages.

### **4. Impact on neighbouring properties**

4.1 SPD 1 provides guidance on how new development should be designed in order to limit the impact of neighbouring residential properties. The site lies within a predominantly residential area. Towards the south east of the site is Marada House, a 5 storey residential block. To the north east of the site fronting Christchurch Avenue lies Willow Court a three storey residential block with the area to the rear of this block comprising a grassed amenity area as well as parking for the flats. To the east is a modern 4/5 storey residential block. Opposite the site is 1 Christchurch Avenue a traditional three storey residential building

#### *30 and 45 degree rule*

4.2 SPD 1 states that in order to protect neighbouring amenity, the building should be set below a line of 30 degrees from the nearest rear habitable room window of adjoining existing property, measured from a height of 2m above floor level. Where proposed development adjoins private/amenity garden areas then the height of the new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of 2m. Due to their relationship with the subject site, Willow Court and Marada House are the most likely to be affected by the development.

4.3 The school building would not extend further rearwards of the rear elevation of neighbouring Marada House and would not affect any of the rear amenity space and therefore the 45 degree rule is not applicable. However, there are a number of primary side facing habitable room windows to this building that could be affected by proposed development, particularly as there is a fall in ground level between the subject site and this neighbouring residential building. The application has been accompanied by context drawings which show the 30 degree angle taken from the side facing ground floor windows. The drawings demonstrates the developments full compliance with the 30 degree rule when considered in relation to Marada House.

4.4 In relation to Willow Court, there is a large area to the rear that provides both off street parking for the flats and an area of communal amenity space. The distance between the boundary of this property and the rear elevation of the school building is 8.5m. The school building has been designed so that the scale decreases from four storeys along the Brondesbury Park and Christchurch Avenue elevation to two storeys to the rear. Therefore when applying the 45 degree rule from this area, the development would comply with this guidance.

## *Daylight/Sunlight*

4.5 A detailed daylight/sunlight assessment has been submitted to demonstrate that the development would not have a significant adverse impact on neighbouring residential properties.

4.6 The report identifies shortfalls on BRE standards to Moatfield, 1 Brondesbury Park and Marada House. In relation to one Brondesbury Park, one window is identified to be affected, however this room is also served by two other windows that continue to receive good levels of light and therefore the impact on this property is considered to be negligible.

4.7 In relation to Moatfield, two ground floor windows are identified to be affected to a minor extent and would fall just below BRE guidance for VSC, retaining VSC of 0.78 and 0.74 of their former value rather than the required 0.8. Given the minor shortfall and the overall retained living conditions for this property the impact on Moatfield is considered acceptable.

4.8 The most notable losses in terms of daylight/sunlight are identified as being to neighbouring Marada House. Of the 45 windows tested, 33 of these would continue to meet BRE guidelines for VSC. All of the affected windows would be to the flank elevation. Of the 12 windows identified to be affected, 8 of these belong to rooms that are served by multiple other windows that receive good levels of light and therefore whilst individual windows would fall below BRE standards, overall the rooms would continue to be well lit. The other 4 windows identified would be the sole windows serving bedrooms and would retain VSC of 0.60, 0.68, 0.70 and 0.77 of their former values, rather than the 0.8 target value. The report concludes with an assessment against previously consented schemes on this site and demonstrates that daylight/sunlight losses to the flats of Marada House are reduced, when compared to previous approvals on site. The harm associated with the level of reduction experienced for the four windows is considered to be outweighed by the benefits associated with the delivery of the new school.

4.9 Other properties have also be included in the assessment 1 and 2 Willow Court and 1-68 Brondesbury Park, however, the report concludes that the receipt of light to these properties would be unaffected by the proposal.

## *Overshadowing*

4.8 In terms of overshadowing a number of amenity areas have been assessed. BRE guidelines recommend that for an amenity area to appear adequately sunlit throughout the year at least 50% of the area should receive 2 hours of sunlight on 21 March. If as a result of a new development, an existing amenity area that can receive sun at this date is less than 0.8 times its former value then the loss of sunlight is likely to be noticeable.

4.9 In this case, of the four areas assessed (1 Brondesbury Park, Moatfield, and Willow Court) one area falls below BRE standards, being 0.71 its former value. However, the greater impact on this amenity area can be attributed to the fact that the proposed development has been compared to the current vacant development site status, with the affected amenity area benefiting from an uncharacteristically open site to the south, when noting the site falls within an urban area. With this in mind, the report includes a further assessment running the sun on ground test to the approved outline scheme (15/3616), which demonstrates that the amenity area would actually be affected to a lesser extent. Given the unique circumstances of the site, the failure to meet BRE guidelines is considered acceptable.

## *1:2 Guidance*

4.10 The development would not comply with the 1:2 rule set out in SPD1 when considered in relation to Willow Court. This specifies that new buildings and extensions do not extend further beyond the neighbouring building line than half the distance to the centre to the nearest habitable room. The school building would essentially extend 32m beyond the rear elevation of the Willow Court. The site fronts both Christchurch Avenue and Brondesbury Park, and in such situations, it is not uncommon for development to turn the corner and front both streets. When considering the sites historic use and the changes that have previously been agreed in outline, it is reasonable that a new school development would be situated within this location. Furthermore, when considering the positioning of the neighbouring properties this arrangement would not have an unduly adverse impact on the overall living standards of the new properties.

4.11 However, SPD1 specifies *normally* and in this case there is a generous separation distance

between the centre of the nearest habitable room window and the new school building, of approximately 11m. Furthermore, the applicant has submitted sufficient evidence to demonstrate that the development would comply with all other guidance in terms of daylight/sunlight standards and the 30 and 45 degree rules. Therefore whilst noting that the development would not comply with this guidance, with all matters considered, the development would have an acceptable impact on the occupants of Willow Court.

#### *Privacy/Overlooking*

4.12 In terms of the privacy of neighbouring residents, the development would fall marginally short of the 9m separation distance between the rear elevation and rear boundary at 8.5m. Given the use of the building and the fact that the windows would look out towards a car parking area, this minor shortfall can be accepted and it is considered that the privacy of this neighbouring building would not be jeopardised as a result of the school building. Unlike a residential building the outlook would be limited to certain times of the day and from the distance proposed this would not be significantly harmful to the neighbouring occupiers.

4.13 There are two small window to the flank elevation facing Marada House at ground and first floor level, however both of these windows would be positioned more than 9m from the boundary with this neighbouring residential block and therefore would not harm the privacy of the occupants.

#### *Noise and disturbance*

4.14 As a school (albeit a small one) the development has the potential to generate levels of noise which could disturb neighbouring occupants. The applicant has submitted a noise assessment which has been reviewed by Environmental Health Officers and considered satisfactory. However, Page 9 of the report states *"the report considers only the suitability of the site for the use of a school, to achieve required indoor ambient noise levels."* Whilst the report does not consider internal sound break-out from within the classroom spaces, noise from external play areas and other outdoor activity. As this site has historically been used as an educational facility, it is not considered that the proposed school building would generate any greater noise than previous school buildings. The school has a very similar layout to those which previously occupied the site and is proposed to accommodate a much smaller number of pupils. The local authority are therefore satisfied that the development would not result in any undue noise and disturbance to the occupants of neighbouring residential properties.

### **5. Transport**

5.1 The principle of an SEN school on this site has previously been accepted through outline planning consent 15/3616, although the time limit for the submission of reserved matters has now expired.

5.2 In terms of site layout, car parking allowances for schools are set out at Appendix 1 of the adopted DMP 2016. This allows up to one off-street car parking space per five staff and with 92 staff proposed to be employed, up to 18 car parking spaces would be allowed. Just one disabled parking space is proposed within the site, so maximum standards would be complied with.

The presence of the site within a CPZ will prevent long-term parking by staff on surrounding streets and whilst the PTAL rating is only moderate, there is a nearby station on the London Overground line that serves the site well. The absence of staff parking within the site is therefore fine.

5.3 For schools, consideration also generally needs to be given to the impact of parking by parents at the start and finish of the school day. In this case though, the application is for a Special Educational Needs school and the intention is that all pupils will be transported to and from the school by minibus, setting down and collecting pupils from within the school grounds. Residual demand for parking by parents is therefore likely to be very minimal and any visitors to the site would be able to make use of on-street pay and display bays along Brondesbury Park.

5.4 The minibuses are to use a 3.75m wide one-way route around the site. This is welcomed in safety terms, as it means minibuses do not have to carry out any reversing within the site to turn around. The only minor concern is that the width of the route does not allow minibuses to pass one another on-site if one breaks down or is delayed, but this can be managed by the school. Otherwise, tracking has been provided to show that the route works effectively for minibuses.

5.5 The proposed access arrangements involve the formation of a new crossover from Christchurch Avenue in the northeastern corner to allow them to enter the site. This will be very close to an existing street tree and Brent's highways arboricultural officer has confirmed that the crossover can be accommodated without

requiring the tree's removal.

5.6 In addition, an existing on-street permit holder/pay & display parking bay will need to be removed (which has effectively already been replaced by a new bay on Brondesbury Park), whilst the Car Club bays will need to be repositioned further away from the access. The changes to the parking bays are fine and as such, the proposed amendments to the access arrangements are acceptable and will need to be funded by the applicant.

5.7 Egress from the site will be via the existing crossover onto Brondesbury Park. The gates at the egress are shown relocated closer to the highway boundary, but will not open outwards over the highway, so this is fine.

5.8 Servicing arrangements have been set out in a Delivery & Servicing plan appended to the Transport Statement.

5.9 General delivery vehicles (kitchen supplies etc.) are expected to use the one-way route around the site using 7.5T vans and tracking for these vehicles has been provided to confirm that the design is suitable.

5.10 Refuse bin storage is proposed in the southwestern corner of the site and as the one-way route through the site would not be able to accommodate 10m refuse vehicles, it is proposed that they instead reverse a short distance into the site from Brondesbury Park. This is not ideal, but the manoeuvre would be undertaken just once a week outside of school opening/closing times and on this basis, is considered to be acceptable.

5.11 The London Plan requires at least one bicycle parking space per eight staff (the requirement for pupil cycle parking can be waived in this particular case), giving a total requirement for 12 spaces. This has been acknowledged in the Transport Statement, but the plans only appear to show six spaces. Further details of the bicycle parking, including details of shelter and security, are therefore sought as a condition of any approval.

5.12 Whilst pupil access into the building will be from the securely gated dropping-off area at the rear, general pedestrian access for staff and visitors will be directly from Christchurch Avenue and separate from the vehicular access, which is welcomed.

### *Transport Impact*

5.13 As stated above, the intention is that all pupils will be transported to the site by 16-seat minibuses. Once the school is fully occupied, a total of seven such minibuses will therefore be required for the 104 pupils. The dropping-off zone in the school can accommodate three minibuses at a time, with space available for a further two minibuses to wait. With a managed system of staggered arrival and departure times proposed, the design will be able to accommodate the maximum demand for minibus parking at any one time without minibuses having to wait in the public highway.

5.14 With no staff parking being provided, the school is therefore expected to generate just seven minibus movements to and from the site between 8-9am and 3-4pm each day. Compared to existing daily flows on Brondesbury Park and Christchurch Avenue, the increase in traffic would be negligible and does not warrant further analysis of traffic impact on nearby road junctions in the area.

5.15 A total of 71 staff trips by public transport in each peak hour are anticipated. This equates to less than two additional passengers per bus/rail service in the area, so is also not considered likely to have any material impact on capacity.

5.16 Staff are also anticipated to make nine trips by foot and nine trips by bicycle in each peak hour, which can also be accommodated without difficulty.

5.17 The road accident history for the area within about 300m of the site for the five year period January 2014-December 2018 was examined within the Transport Statement. This revealed 27 accidents (four of which resulted in serious injury) in the wider area, but none in the immediate vicinity of this site. As such, there are no identified road safety issues close to the site that would be likely to be exacerbated by this proposed school.

### *Travel Plan*

5.18 To help to minimise future congestion and traffic emissions in the area, improve road safety awareness

and promote active and healthy travel, a School Travel Plan has been submitted for the development.

5.18 This sets out a range of measures such as promoting sustainable transport through newsletters, notice boards, website etc., personalised travel planning, provision of maps, participation in the Cycle to Work scheme etc. to be implemented and managed by a named Travel Plan Co-ordinator (liaising with a Working Party representing staff and parents).

5.19 The Travel Plan aims to keep the proportion of journeys to and from the site by car to 0%, with targets for other modes of travel set after conducting the initial travel survey. Surveys will then be conducted annually in line with the STARS requirements, with drop-off activity outside the school also monitored.

5.20 The School Travel Plan is considered to be acceptable in its current form and its implementation can be secured by condition, with the requirement being to participate on an on-going basis in TfL's STARS scheme (or any replacement thereof).

### *Construction Management*

5.21 Finally, a Construction Management Plan for the development has been submitted with the application, setting out arrangements for the management of the construction works during the programmed construction period from June 2020 until August 2021, with working hours proposed as 8am-6pm on weekdays.

5.22 The site is already enclosed with walls and fences, but Heras fencing will be provided on the surrounding footways when undertaking repairs to the boundary wall and when constructing the new access. Any footway closures will require a temporary footway closure order from Brent's Highways & Infrastructure Service though, whilst works by the contractor to create the site access will need to be undertaken using a S278 Agreement under the Highways Act 1980 (although the works could be undertaken by Brent's contractors at the developer's expense).

5.23 All welfare and staff accommodation will be located within the site and all materials will be unloaded and stored within the site.

5.24 Otherwise, the document is light on detail regarding logistics and on-site arrangements, but does refer to a Traffic Management Plan. It is recommended that this sister document (or a Construction Logistics Plan) is submitted for approval prior to works commencing on site.

5.25 There are no objections on transportation grounds to this proposal, subject to conditions to secure: (i) the undertaking of highway works at the developer's expense to create the new access from Christchurch Avenue and amend the on-street parking bays accordingly, either by paying Brent's costs or by entering into a S278 Agreement; (ii) submission and approval of further details of bicycle parking for the school; (iii) implementation of the submitted School Travel Plan and participation in TfL's STARS accreditation scheme (or any replacement thereof) for the lifetime of the school; and (iv) submission and approval of a Construction Logistics Plan prior to works commencing on site.

## **6. Sustainability**

6.1 The London Plan requires that development proposals should make the fullest contribution towards minimising carbon dioxide emissions in accordance with the 'be lean, be clean, be green' hierarchy. Furthermore, all major development are required to be net zero carbon, with a minimum 35 per cent reduction on carbon emissions over Part L of Building Regulations to be achieved on site. Where it is demonstrated that the zero carbon target can not be fully achieved on site, any shortfall should be provided either off site, or through a cash in lieu contribution to the borough's carbon offset fund.

6.2 The submitted energy assessment surpasses the 35 per cent on site reduction, providing a betterment of 54 per cent, which constitutes to a saving of 18 tonnes of CO<sub>2</sub> per annum for the building. However, the development is not compliant with the London Plan 'be lean, be clean, be green' hierarchy given that the 49 per cent of the savings come from renewable energy sources and just 5 per cent comes from energy demand reduction. However, given that the on site target savings have been achieved and having regard to the wider benefits of the development being considered, the energy proposals are acceptable. However, in order to ensure net zero carbon development, a legal agreement will require a payment to the carbon offset fund which is calculated to be £16,005.

6.3 The application has also been accompanied by a BREEAM pre-assessment demonstrating that



the building can achieve an Excellent rating. An interim and post completion certificate to demonstrate this is requested by condition to ensure there is a commitment to achieving this excellent rating.

## **7. Flood Risk**

7.1 The site is within Flood Zone 1 for fluvial flooding and additionally falls in close proximity to a flood zone 3 for surface water flooding. A flood risk assessment has been submitted with the application within demonstrates that the proposed discharge rate is significantly reduced from the current brownfield discharge rates within a 1 in 100 year storm event. This would therefore have a positive effect on the overall flood risk of the area.

7.2 The proposed drainage implementation for the site is acceptable and the development would not give rise to increased flood risk.

## **8. Air Quality**

8.1 The applicant has submitted an air quality assessment and air quality neutral assessment to consider the potential emissions to the area associated with the development as well as the potential impact on receptors to the development.

8.2 Potential operational phase impacts on the proposed users of the building have been identified, and largely relate to road traffic exhaust emissions which particularly affect the Brondesbury Park elevation. The report identifies that the proposed school building would need to be mechanically ventilated to ensure users are not exposed to harmful levels of pollution. Evidence to demonstrate that the proposed mitigation measures outlined in the report have been implemented is requested by condition.

## **9. Equalities**

9.1 In line with the Public Sector Equality Duty, the council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, and sexual orientation)

## **10.0 Other matters**

10.1 The school proposes a mixed curriculum and includes a cafe at ground floor level fronting Christchurch Avenue. Clarification was required on the nature of this, as a retail use would not be appropriate in this location. Nevertheless, the purpose of the cafe is to give pupils real life experience of the work environment and dealing with customers. The cafe forms part of the vocational aspects of the school curriculum and is considered to be ancillary to the main teaching accommodation. The planning statement confirms that it would be open occasionally to parents and members of the community to facilitate this learning. A condition has been attached to this permission to ensure the cafe remains ancillary to the D1 use and is not open beyond school hours.

10.2 In accordance with London Plan policy 3.16, draft London Plan policy S1 and emerging Brent Draft Local Plan Policy BSI1, the multiple use of premises is encouraged. Ensuring the shared use of community facilities for leisure promotes community integration, and is necessary to ensure sufficient recreational provision for Brent's growing population. A Community Use Agreement (CUA) is therefore to be secured by condition to ensure dual use of facilities such as the sports halls and outside games areas for non-members of the school.

10.3 Although acknowledging that fire safety compliance is a matter for the Building Regulations, Policy D12 of the draft London Plan requires all major proposals to submit a Fire Statement. This Statement should demonstrate that the development will achieve the highest standards of fire safety by reducing risk to life, minimising the risk of fire spread and providing a suitable and convenient means of escape.

10.4 In accordance with draft Policy, a Fire Strategy Report has been produced together with a plan which indicates features such as emergency egress windows/doors, the location of a dry riser, fire services access points, and the location and fire rating of walls and doors. The report notes that it is envisaged that the measures provided will comply with the relevant Building Regulations and this is considered to be acceptable to meet the draft London Plan D12.

## **11. Conclusion**

11.1 The proposed development is acceptable in principle and would utilise a site that has long been associated with educational use. The development would have an acceptable impact on the character and appearance of the locality and would have an acceptable impact on the occupants of the neighbouring residential properties. Furthermore the application is acceptable in a transport capacity.

## DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

## DECISION NOTICE – APPROVAL

Application No: 20/0762

To: Mr Maltby  
EdgePlan  
3rd Floor  
16 Upper Woburn Place  
London  
WC1H 0BS

I refer to your application dated **04/03/2020** proposing the following:

Erection of a four storey SEN school (Use Class D1); creation of external playspace, provision of waste storage; creation of a new vehicular crossover from Christchurch Avenue; alterations to boundary treatment with associated landscaping

and accompanied by plans or documents listed here:  
See condition 2

at **Ex Marylebone Boy's School, 60 Christchurch Avenue, London, NW6 7BH**

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: 13/07/2020

Signature:

**Gerry Ansell**  
Head of Planning and Development Services

### 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:-

National Planning Policy Framework (2019)  
London Plan (2016)  
Draft Local Plan (2020)  
Core Strategy (2010)  
Draft London Plan (2020)  
Brent Development Management Policies (2016)  
SPD 1 - Brent Design Guide (2018)

- 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 drawings:

FS0574TAS-PAL-XX-00-DR-A-1120  
FS0574TAS-POZ-01-GF-DR-A-1100  
FS0574TAS-POZ-01-GF-DR-A-1110-E  
FS0574TAS-POZ-01-XX-DR-A-3000 REV P01  
FS0574TAS-PAL-XX-00-DR-A-1200  
FS0574TAS-PAL-XX-01-DR-A-1201  
FS0574TAS-PAL-XX-02-DR-A-1202  
FS0574TAS-PAL-XX-03-DR-A-1203  
FS0574TAS-PAL-XX-XX-DR-A-1351  
FS0574TAS-POZ-01-ZZ-VS-A-1700  
FS0574TAS-POZ-XX-XX-DR-A-1210  
TAS-POZ-02-GF-DR-L-0106  
TAS-POZ-02-GF-DR-L-0105  
TAS-POZ-02-GF-DR-L-0102  
TAS-POZ-02-03-DR-L-0101  
TAS-PAL-XX-XX-DR-A-1400  
TAS-PAL-XX-00-DR-A-1204

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

- 3 Details of materials for all external work, including samples (which shall be made available on site or in another location as agreed) shall be submitted to and approved in writing by the Local Planning Authority before any above ground work is commenced. The work shall be carried out in accordance with the approved details.

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

- 4 Details of the landscaping within the site shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development (excluding any demolition, site clearance and the laying of foundations). Such details shall include:

- (i) A planting plan for the site
- (ii) Provision of any walls, fences, gates or other form of boundary treatment to be provided or retained;
- (iii) Details of surfacing materials for hard landscaped areas within the site

The hard and soft landscape works and boundary treatments shall be carried out in full accordance with the as approved details prior to the first occupation of the development hereby approved, unless alternative timescales have been submitted to and approved to be agreed in writing by the Local Planning Authority and the works shall thereafter be carried out in accordance with the approved timescales.

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

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.

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

- 5 Within 6 months of a material start a BREEAM Interim Stage Certificate shall be submitted to and approved in writing by the local authority to confirm that the development is likely to achieve a BREEAM Excellent Rating.

Reason: To ensure the development is designed and constructed to improve environmental performance and adapt to the effects of climate change over time

- 6 Within 6 months of first occupation of the development, a Post Construction Stage Review BRE Certificate shall be submitted to and approved in writing by the Local Planning Authority, The Certificate shall demonstrate that the Development has achieved BREEAM "Excellent" unless otherwise agreed in writing by the Local Planning Authority. The development shall be maintained so that it continues to comply for the lifetime of the development.

Reason: To ensure the Development is designed and constructed to improve environmental performance and adapt to the effects of climate change over time. .

- 7 No development shall be carried out until the person carrying out the works is a member of the

Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

Reason: To limit the impact of construction upon the levels of amenity that neighbouring occupiers should reasonably expect to enjoy

- 8 Prior to the commencement of development a Construction Logistics Plan, written in accordance with TfL guidance, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

Reason: To maximise safety and minimise congestion and emissions around the site.

- 9 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with Brent Policy EP3 and London Plan policies 5.3 and 7.14

- 10 Prior to the occupation of the development, the applicant shall submit a report which provides evidence that the mitigation measures described in the approved Air Quality Impact Assessment (Redmore Environmental Air Quality Assessment and Air Quality Neutral Assessment (ref 3155v1 dated 18/10/19) have been implemented. The report is subject to the approval of the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site proposed for educational use.

- 11 Prior to the commencement of the development a Construction Method Statement shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

The applicant must employ measures to mitigate the impacts of dust and fine particles generated by the operation. This must include:

- (a) damping down materials during demolition and construction, particularly in dry weather conditions,
- (b) minimising the drop height of materials by using chutes to discharge material and damping down the skips/ spoil tips as material is discharged,
- (c) sheeting of lorry loads during haulage and employing particulate traps on HGVs wherever possible,
- (d) ensuring that any crushing and screening machinery is located well within the site boundary to minimise the impact of dust generation,
- (e) utilising screening on site to prevent wind entrainment of dust generated and minimise dust nuisance to residents in the area,
- (f) installing and operating a wheel washing facility to ensure dust/debris are not carried onto the road by vehicles exiting the site.
- (g) the use of demolition equipment that minimises the creation of dust

Reason: To protect local amenity and air quality.

- 12 Notwithstanding the approved plans and prior to the occupation of the development hereby approved, details of 12 cycle storage spaces, including information on shelter and security, shall

be submitted to and approved in writing by the local planning authority. The cycle storage shall then be laid out in accordance with the approved details and retained in perpetuity for the lifetime of the development unless otherwise agreed in writing by the local planning authority.

Reason: To ensure sustainable modes of transport are used for the site.

- 13 Prior to the occupation of the development hereby approved, the creation of the new access from Christchurch Avenue shall be completed and the on-street permit holders'/pay and display bay, shall be amended accordingly with the works required to facilitate this to be entirely funded by the applicant.

Reasons: In the interests of highway safety. To ensure safe access and egress from the site.

- 14 The development hereby approved shall be implemented in full accordance with the submitted School Travel Plan (Milestone Travel Plan dated December 2019). Furthermore, the developer shall maintain a commitment to participating in the TfL's STARS accreditation scheme (or replacement thereof) for the lifetime of the development.

Reason: In the interest of highway and school safety and to demonstrate a commitment to sustainable transport modes.

- 15 Prior to the commencement of development an arboricultural method statement and tree protection plan shall be submitted to and approved in writing by the local planning authority. The development shall then be carried out in accordance with the approved details.

Reason: To protect all trees shown for retention throughout the duration of works

- 16 The proposed cafe shall be ancillary to the D1 use and shall operate only during school hours.

Reason: To ensure that the use remains appropriate for the site location.

- 17 Prior to the first occupation of the development hereby approved, a community use agreement, shall be submitted to and approved in writing by the local planning authority. The agreement shall apply to the sports hall and MUGA, and shall include details of pricing policy, hours of use, access by non school members, management responsibilities and a mechanism for review. The development shall then be used in accordance with the approved details.

Reason: To secure well managed safe community access to the sports facility to ensure sufficient benefit to the wider community.

## INFORMATIVES

- 1 (F16) The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 2 The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.[https://urldefense.proofpoint.com/v2/url?u=https-3A\\_\\_developers.thameswater.co.uk\\_Developing-2Da-2Dlarge-2Dsite\\_Planning-2Dyour-2Ddevelopment\\_Working-2Dnear-2Dor-2Ddiverting-2Dour-2Dpipes&d=DwIFaQ&c=OMjwGp47Ad5otWI0\\_\\_IpOg&r=G\\_hzVySAkixNxE\\_J\\_EjNJR\\_FDWFjexJLES8DRQ06qKk&m=\\_dMI8TKUejLQaGBRXYFcYfmfGfOeMzqXzt8kKMdIDro&s=ZHrkLw0eNkKxKsZHc78erU7o4tES8-9YAimV3jExLoo&e=](https://urldefense.proofpoint.com/v2/url?u=https-3A__developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Planning-2Dyour-2Ddevelopment_Working-2Dnear-2Dor-2Ddiverting-2Dour-2Dpipes&d=DwIFaQ&c=OMjwGp47Ad5otWI0__IpOg&r=G_hzVySAkixNxE_J_EjNJR_FDWFjexJLES8DRQ06qKk&m=_dMI8TKUejLQaGBRXYFcYfmfGfOeMzqXzt8kKMdIDro&s=ZHrkLw0eNkKxKsZHc78erU7o4tES8-9YAimV3jExLoo&e=) .

Should you require further information please contact Thames Water. Email: [developer.services@thameswater.co.uk](mailto:developer.services@thameswater.co.uk) Phone: 0800 009 3921 (Monday to Friday, 8am to

5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 4 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.

- 5 Under the Control of Pollution Act 1974, noisy construction works are regulated as follows:

Monday to Fridays - permitted between 08:00 to 18:00

Saturday - permitted between 08:00 to 13:00

At no time on Sundays or Bank Holidays

For out of hours work/ S61 application, the Control of Pollution Act 1974 allows the council to set times during which works can be carried out and the methods of work to be used. Contractors may apply for prior approval for works undertaken outside of normal working hours. They should email the noise team at [ens.noiseteam@brent.gov.uk](mailto:ens.noiseteam@brent.gov.uk) to obtain a section 61 application form. Please note that the council has 28 days to process such applications.



Any person wishing to inspect the above papers should contact Paige Ireland, Planning and Regeneration,  
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 3395