



Cabinet – supplementary: Brent Management Development Policies appendices

Monday 21 September 2015 at 7.00 pm
Board Room 4 - Brent Civic Centre, Engineers Way,
Wembley HA9 0FJ

Membership:

Lead Member Councillors:

Portfolio

| | |
|--------------------|---|
| Butt (Chair) | Leader of the Council |
| Pavey (Vice-Chair) | Deputy Leader of the Council |
| Denselow | Lead Member for Stronger Communities |
| Hirani | Lead Member for Adults, Health and Well-being |
| Mashari | Lead Member for Employment and Skills |
| McLennan | Lead Member for Housing and Development |
| Moher | Lead Member for Children and Young People |
| Southwood | Lead Member for Environment |

For further information contact: Anne Reid, Principal Democratic Services Officer
020 8937 1359, anne.reid@brent.gov.uk

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The press and public are welcome to attend this meeting

Agenda – supplementary: Brent Management Development Policies appendices

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A previous draft of the Development Management Policies Development Plan Document was agreed by Executive 24 March 2014 and issued for consultation. Following consideration of the consultation responses and other factors such as changes in Government policy it is proposed that the Plan be amended and taken through its next steps in the adoption process. Subject to Cabinet approval it is recommended to issue the amended draft Plan for representations consistent with the requirements set out in Planning Regulations, prior to its submission to the Planning Inspectorate for examination. This report provides a summary of the consultation responses. It explains the main changes that are being proposed to the draft Plan and recommends that this be published and made available for representations for 6 weeks. It is also recommended that following the representation period it be submitted for examination subject to Full Council approval.

Ward Affected:
All Wards

Lead Member: Councillor McLennan
Contact Officer: Aktar Choudhury, Civic Centre Programme
Tel: 020 8937 1764
aktar.choudhury@brent.gov.uk

Date of the next meeting: Monday 19 October 2015



- Please remember to set your mobile phone to silent during the meeting.
- The meeting room is accessible by lift and seats will be provided for members of the public.

Appendix 1

Representations Received at Preferred Options Stage (2014) and Council Response.

Specific on-line representations and their responses are listed first. These are followed by questionnaire representations and responses.

Chapter 1: Introduction

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|----------|-----------------|---------------|----------------------|
| Chapter 1: Intro | Foreword | | Claire Hewitt | Anon |
| Comments | | | | |
| I can only comment on my area. I live in NW2 4BU. Willesden high Road is a sad place; Too many betting shops. A Sainsbury that has a scruffy neglected forecourt. Metro Textiles, stock piling buildings, it seems to me at Walm Lane/ Willesden lane for no purpose except perhaps future profit and a once magnificent block of Victorian mansions Rutland Park left derelict and half empty. Empty shops too and one wonders what incentives could be given to landlords to rent them cheaply and bring some life back. I'm in my 70's and remember a more vibrant high Road with touches of elegance, bustle and community. The old library now looks incongruous squeezed into a fraction of space stolen from the only swathe of broad forecourt possible on the tight narrow street. Once it's reopened I hope the 100's of displaced students who used it will be back. I appreciate the labour ethos of our council, but if it takes private capital to regenerate the area...let it happen. | | | | |
| Council Response | | | | |
| The DMP contains policies to promote the viability of town centres. For example by promoting a viable mix of uses and preventing an overconcentration of uses such as betting shops. The council's Regeneration Team seek funding and deliver projects to improve Brent's town centres. In Willesden this has included the promotion of meanwhile uses in vacant premises. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------------|-----------------|---------------|--------------------------|
| Chapter 1: Intro | Opening Comment | | James Stevens | Home Builders Federation |
| Comments | | | | |
| We would question the wisdom of bringing forward this document in advance of the Further Alterations to the London Plan (FALP). The London Plan is part of the development plan for Brent. There is the possibility that the FALP may introduce some changes to development management type policies. These changes will need to be reflected, if necessary, in Brent's Development Management Policies DPD. There are also some policies in Brent's Development Management Policies DPD that are contrary to the Government's announcement in relation to the Housing Standards Review and its Allowable Solutions consultation which will provide clarification on how applicants for planning permission can meet Part L of the Building Regulations. We recommend that the Council awaits the outcome of the FALP before it proceeds to the next stage of its consultation on this local plan. We also recommend that the local plan is supported by a viability assessment. The Council should involve representatives of the development industry as well as others to discuss land values and sales expectations. This would assist with the production of a reliable viability assessment that has the support of a range of stakeholders. | | | | |
| Council Response | | | | |
| Planning Policy is continuously under review, therefore, it will always be the case that whilst policies are in development there may be changes to the national and regional policy context. In taking the DMP to publication stage its consistency with the FALP has been assessed. In addition its consistency with emerging national standards have been considered as far as is possible. The DMP includes the detailed decision making policies. It is not a requirement for these policies | | | | |

to be subject to viability assessment in the same way, for example, a CIL charging schedule or Site Specific Allocations DPD would be subject to such an assessment.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------------------|----------------------|
| Chapter 1: Intro | Structure | | Dr Michael GP Maguire | |
| Comments | | | | |
| 1.1 The draft Plan commences, after a very brief Introduction (1.5 pages long), with the Town Centres chapter and policies. This is a fundamentally inappropriate choice of opening chapter and policies, which is at variance with the overarching imperative, that the Plan's policies must ensure sustainable development which protects and enhances the existing environment, both built and natural. | | | | |
| 1.2 This Plan therefore represents a very detrimental step backwards from the Preferred Options Development Policies DPD (June 2007), which commenced with the Promoting a Quality Environment section, comprising the following chapters, or subsections : | | | | |
| 2.1 A Better Townscape - By Design, 2.2 Towards a Sustainable Brent, 2020, 2.3 Environmental Protection, 2.4 Enhancing Open Space and Biodiversity, 2.5 Promoting a Quality Environment Appendix, | | | | |
| 1.3 While recognising that the organisation and structuring of these chapters, or sub sections, could have been improved by a more concise information presentation, with very detailed material better placed as appendices at the end of the Plan (particularly 2.5). None the less, this overarching presentational format much better reflected the key imperative of ensuring sustainable development, while protecting and enhancing the environment, than the proposed Plan. | | | | |
| Council Response | | | | |
| The DDMP chapters have been structured to reflect the current structure of the adopted Core Strategy for consistency. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 1: Intro | Paragraph | 1 | Robert Dunwell | QARA |
| Comments | | | | |
| 1.1. Purpose of the DMP (para. 1.3 "SPGs" - Without revision and update of SPD 17, SPD 5 etc. this DDMP cannot be a valid practical document with which to address planning applications. At least SPD 17 and SPD 5 need to be consulted upon and examined in unison with this DDMP. The SPD's mentioned are generally recognised to be well past their revision date (many years past!) and are most unreliable before Planning Public Inquiries. As such, further progress towards examination of this DDMP should temporarily halt until the aforesaid SPD/s are revised. | | | | |
| Council Response | | | | |
| SPD supplement policies in Development Plan Documents. Accordingly, the council is therefore prioritising taking forward the Development Management Policies DPD. The council will then update SPG with relevant SPD to reflect the updated policies. | | | | |

Chapter 2: Town centres

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.1 | Robert Dunwell | QARA |
| Comments | | | | |
| Elucidation of the word "role" needed (e.g. "fundamental business and community role") | | | | |
| Council Response | | | | |
| It is considered the subsequent sentences adequately elaborate on the many roles town centres play. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.1 | Anon | Anon |
| Comments | | | | |
| Shisha cafes are an unwelcome new addition to the high street - as we ban smoking we make it seem convivial and 'smart' to join in, especially as they offer different flavours etc which may attract a younger audience and clientele. It is not clear to the users that are smoking tobacco again even if it is not a cigarette. As for take -aways limit them in the same way as betting shops and so on. A percentage per high street frontage. At present they cluster around tube stations and make it unpleasant to leave the station late at night due to smells and rubbish. Ensure that they clear up after their clientele too as mostly they don't provide litter bins outside their shops. | | | | |
| Council Response | | | | |
| Noted. In light of evidence that Shisha Cafes are promoting smoking to young people in the borough, and the associated health concerns, it is proposed to introduce a policy limiting the proximity of Shisha cafes to schools. In addition, to address clustering of takeaways it is proposed to introduce a policy which places a cap on the proportion of takeaways in town centres and their proximity to each other. Under policy DMP 2 non-retail uses such as takeaways will be required to adequately mitigate litter. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.2 | Anon | Anon |
| Comments | | | | |
| Wembley has too much street clutter around bus stop CS near Wembley central - bins, a phone box, shops that have crept put onto the pavements with people selling corn - have they got a license? Broken paving, a hoarding that's been there for years. It looks a mess. The area near Primark is heavily congested with people, and more street clutter. | | | | |
| Council Response | | | | |
| Policy on public realm is included in the London Plan. Further detailed guidance will be included in the emerging Designing Brent SPD. In many cases phone boxes can be installed without the need for planning permission. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.2 | Anon | Anon |
| Comments | | | | |
| again, enforce the policy. If shop owners are found to be in breach of this, then take the appropriate action. If they leave glass windows to their basements broken and in holes so that they are dangerous, then force them to mend them. the Council lacks enforcement officers and needs hem more than planners at this stage as many of these items are already there in council plans/bye-laws etc but as there are very few enforcement officers, they rules are ignored. What will you do if the pavement is not 3.5 metres wide? | | | | |
| Council Response | | | | |
| Comments relating to the need for further Enforcement Officers noted. In accordance with policy permission for forecourt trading would be refused where it creates an obstruction (i.e. A pavement width of 3.5m is not maintained). | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.2 | Anon | Anon |
| Comments | | | | |
| In Wembley town centre (near TK Maxx) all the high rise housing means that on a sunny day families come out of their flats into the space near TK Maxx to sit | | | | |

around, while small children whiz around on bikes and scooters, making it more like a housing estate. And then you have people on loud speakers sprouting their religious beliefs outside Wembley Central and Primark, causing a noise nuisance. What is Wembley town centre reflecting by being this way?

Council Response

Housing can support the viability of town centres by adding to the customer base and ensuring centres are used throughout the day. The Further Alterations to the London Plan identifies town centres as suitable locations for high density housing due to their accessibility. The London Plan's policies on housing standards, DMP1 and DMP 19 will be applied to all housing developments to ensure they provide a satisfactory amenity, whilst DMP 2 includes policy to manage the impact on amenity of town centre uses. Standards on play space and amenity space are also applied to housing in town centres.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.3 | Anon | Anon |

Comments

I am not clear here if the 40% includes betting shops or are these classed as retail? Also, estate agents are classed as what? If you are talking about some areas of non-viable high street being turned over to housing then it is fine, but if the 40% means solicitor's offices etc then 40% is too high. The definition of retail needs to be very clear.

Council Response

Retail frontage is classed as uses falling within the use class A1 (shops). Betting shops are classified as Sui Generis and estate agents fall within use class A2 (financial and professional services). Clarification has been added to supporting text. It is proposed unviable frontage on the periphery of town centres could be redeveloped to housing, subject to a suitable residential environment being created. This is regardless of its previous use.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.4 | Anon | Anon |

Comments

to help improve the viability of a high street the extent of the high street should be encored to be reduced The Willesden/Walm Lane High Road goes on and on with no focus in fact perhaps there is 3 high streets in this one road I believe that a more compact high street will function better The shops on the edges could be converted to residential and/or ground floor surgeries. To prolong the death of these marginal shops is creating a bad image of the area its better that the high street is vibrant with no empty shops than a parade of boarded up run down frontages. PROPOSAL: Encourage the reduction of the length/size of High street shops to ensure better focus and less secondary retail areas

Council Response

Noted. Policy DMP 1 allows for the consolidation of town centres through the redevelopment of unviable secondary frontage to residential.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.4 | Robert Dunwell | QARA |

Comments

Detail justification as to why the "500sqm" limit has been chosen needs to be provided – in an appdx . This can then be rigorously examined, rather than a mere reliance on "Brent Council's feel".

Council Response

The accompanying Retail Impact Assessment Background Report (2013) provides detailed evidence on why the 500sqm constitutes and appropriate threshold for retail impact assessments in the Brent context. This was undertaken in accordance with the requirements of the NPPF and Planning Practice Guidance.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.5 | Robert Dunwell | QARA |
| Comments | | | | |
| “Meanwhile Use” needs here defining in specific terms as should the decision process itself. As is, reliance on generalities leads this process open to abuse; for example, frivolity and “political abuses”. | | | | |
| Council Response | | | | |
| Meanwhile use is defined in the glossary and explained in paragraph 3.7. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.5 | Anon | Anon |
| Comments | | | | |
| Meanwhile space is extremely important to assist in giving some vitality to a declining high street. But currently there is insufficient pressure on agents, landlords and owners to do this. Shops should be punitively taxed if kept empty when a meanwhile space could take the place. The Council agents should be proactively walking the high streets and targeting premises which have been empty for more than 3 months. Indeed it may be possible to arrange for semi-derelict shops to be brought back into viable use through collaboration with local colleges of FE etc. So there is no excuse for keeping a shop vacant. | | | | |
| Council Response | | | | |
| This is outside the scope of the Development Management Policies, but comments will be passed to the Regeneration and Investment team, who alongside other organisations, have been working to support meanwhile uses across the borough. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|-----------------|----------------------|
| Chapter 2: Town centres | | 2.5 | Dilwyn Chambers | N/A |
| Comments | | | | |
| I am concerned that the Council does not have an office responsible for encouraging tourism. It might usefully be borne in mind that some possible tourist attractions (e.g. heritage buildings) are not located in town centres. | | | | |
| Council Response | | | | |
| Responsibility for promoting Brent outside of the borough to both visitors and businesses sits with the Investment Team. Many existing attractions are not in town centres, however, where new attractions are proposed they will be directed to town centres and Wembley Strategic Cultural Area. This is consistent with the London Plan. Visitor attractions help to support the vitality and viability of town centres by encouraging footfall and improving their offer. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------------------|-----------------|-----------------|----------------------|
| Chapter 2: Town centres | Supporting Strong Town Centres | DMP 1 | Simon Slateford | Fairview Homes |
| Comments | | | | |
| We consider that it is important to acknowledge the changing role of town centres and the guidance in the NPFF. As such, we consider that reference should be made to the support for housing in town centres, as set out in the ninth bullet of paragraph 23 of the NPPF which states that, in drawing up Local Plans, local planning authorities should: recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate sites. | | | | |
| Council Response | | | | |
| It is recognised residential development can play an important role in town centres, as such DMP 2 allows for the redevelopment of unviable secondary frontage for housing. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------------------|-----------------|----------------|---|
| Chapter 2: Town centres | Supporting Strong Town Centres | DMP 1 | Sarah Chaudhry | Property and Projects Team, Brent Council |
| Comments | | | | |
| DMP1 supporting strong town centres – meanwhile we welcome the opportunity to use vacant town centre site and buildings as meanwhile the document states that non-retail frontage is not to be over 40% of the primary frontage how would D1/2 facilities be treated as these can add to a town centre. | | | | |
| Council Response | | | | |
| To take account of changes to use classes a limit of 35% applies to non A1 and A2 in the primary frontage, the retail core of a centre. It is important to protect a proportion of primary frontage for retail uses to protect the attractiveness of offer, and therefore viability of town centres. As such D1 and D2 uses would be acceptable in primary frontage, providing it would not result in the proportion of non-retail frontage exceeding 35%. D1 and D2 uses would also be suitable in the secondary frontage, where a more diverse range of town centre uses is appropriate. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------------------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Supporting Strong Town Centres | DMP 1 | Robert Dunwell | QARA |
| Comments | | | | |
| Within this policy should be stated that it will not override recent change of use legislation that allows change of use for “residential purposes”. | | | | |
| Council Response | | | | |
| New permitted development rights for conversion of shop units to residential go through a prior approval process, and are subject to a number of considerations including if the shop forms part of key shopping frontage and if it is needed to meet local need. Should either apply prior approval will not be given. In considering if either criteria apply consideration will be given to policy DMP 1 and DMP 2. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------------------|-----------------|--------------|----------------------|
| Chapter 2: Town centres | Supporting Strong Town Centres | DMP 1 | Blair Thorpe | N/A |
| Comments | | | | |
| to help improve the viability of a high street the extent of the high street should be encouraged to be reduced The Willesden/Walm Lane High Road goes on and on with no focus in fact perhaps there is 3 high streets in this one road I believe that a more compact high street will function better The shops on the edges could be converted to residential and/or ground floor surgeries. To prolong the death of these marginal shops is creating a bad image of the area its better that the high street is vibrant with no empty shops than a parade of boarded up run down frontages. PROPOSAL: Encourage the reduction of the length/size of High street shops to ensure better focus and less secondary retail areas | | | | |
| Council Response | | | | |
| Noted. Policy DMP 2 allows for the consolidation of town centres through the redevelopment of unviable secondary frontage to residential. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.6 | Anon | Anon |
| Comments | | | | |
| Many high streets are too long for current shopping habits and could be made more viable by reducing the frontage of retail and encouraging smaller 'villages' with strong retailers to flourish. This would be enhanced if the high street also became an area of housing - not offices! Additional open space could also be | | | | |

created when retail spaces and their back developments are considered along a stretch of high roads as many such retailers have large yards etc which could become green spaces or at least open spaces where trees and plant beds could be created with some children's equipment even.

Council Response

Proposed policy DMP 2 allows for unviable retail units on the periphery of town centres to be redeveloped for housing.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.7 | Robert Dunwell | QARA |
| Comments | | | | |
| The sentence, "It will - - - in this policy", is at best garbled, and is unclear as to its meaning and intent; needs rewriting and than opportunity to comment on the rewritten paragraph. | | | | |
| Council Response | | | | |
| Reworded for clarification. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.8 | Anon | Anon |
| Comments | | | | |
| As mentioned above, residential developments should be the preferred route to redeveloping areas of high streets which are no longer viable for retail. Not any other uses. | | | | |
| Council Response | | | | |
| Housing is the preferred use as set out in policy DMP 2. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.9 | Anon | Anon |
| Comments | | | | |
| If there are 11+ betting shops along Willesden High Road and there is no need to obtain planning permission to turn another shop into such a facility then it is clear we already have too many. We need however, to work the policy not by a percentage of the overall area but by the areas where most shopping takes place. So if there are 40 shops and 10 are betting then this is too many. I am not at all sure that one size fits all in this policy. | | | | |
| Council Response | | | | |
| In addition to a cap in terms of percentage, the policy DMP 3 also includes a restriction on the proximity of betting shops to each other, to ensure these uses do not cluster and overly dominate any part of the town centre. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.9 | Anon | Anon |
| Comments | | | | |
| This policy should not be limited to those areas in close proximity to schools. They should be limited in general, high streets such as Kilburn High Road/ Cricklewood Broadway have been over-populated by kebab/ takeaway/ shisha cafés, a more cosmopolitan offering could be possible in an area like Kilburn, however these establishments prevent the development of a more professional and diverse offering. They also influence the clientele visiting the area which has an impact on other retailers willing to open/ business that they attract. | | | | |

| Council Response | | | | |
|---|--|--|--|--|
| Noted. The policy also sets a limit on the proportion of takeaways across town centres. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.10 | Robert Dunwell | QARA |
| Comments | | | | |
| “Takeaways” need to be defined; The policy needs to differentiate between “unhealthy” takeaways and “healthy” takeaways. Otherwise, for example, an unfair discrimination case could be established. | | | | |
| Council Response | | | | |
| All hot food takeaways fall within use class A5. Research undertaken both nationally and by Brent Council's Food Safety Team found takeaway foods have high levels of salt, sugar, fat and saturated fat. All samples tested by the Food Safety Team were well above the recommended nutritional guidelines for children. Based on this evidence it suggests health takeaways would be an exception. At planning application stage it would not be possible to identify if a takeaway would provide a healthy offer, and once permission for an A5 use was granted it would not be possible to prevent a 'healthy' takeaway converting to an 'unhealthy' takeaway under permitted development rights. A policy which distinguished between different types of takeaway could not be enforced. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.11 | Robert Dunwell | QARA |
| Comments | | | | |
| Addition needed i.e. “shisha cafes and suchlike”. | | | | |
| Council Response | | | | |
| The evidence applies to Shisha cafes and therefore the policy is to apply to these uses only. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.12 | Anon | Anon |
| Comments | | | | |
| Currently penalties do not seem to be in place for takeaway/ restaurants that are polluting/ soiling street fronts. This should be enforced particularly where trash is placed on footpaths leaving oil and grease stains. | | | | |
| Council Response | | | | |
| The council's Environmental Health team enforce against these matters. Incidents can be reported directly to Environmental Health for investigation. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.12 | Anon | Anon |
| Comments | | | | |
| It is currently law that cars should not idle when parked. Cabs do this all the time. In relation to air pollution it would be helpful to enforce this law. reward cab companies that use hybrid cars or electric cars. check the motors they are using on a regular basis for pollution. | | | | |
| Council Response | | | | |
| The GLA have been proactive in undertaking a 'switch off your engine' campaign and the council is working with transport providers such as bus companies to | | | | |

raise awareness. The council cannot use planning powers to require taxi companies to use electric or hybrid cars.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|---------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.13 | Claire Hewitt | N/A |
| Comments | | | | |
| Re development Willesden High road...rescue it from betting shops and fast food... | | | | |
| Council Response | | | | |
| Noted. Proposed policy DMP 3 seeks to introduce policy to prevent an overconcentration of these uses. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.13 | Robert Dunwell | QARA |
| Comments | | | | |
| Derivation, calculation and assumptions relating to these percentages and general strategy need to be presented for consultation and examination. | | | | |
| Council Response | | | | |
| Detail relating to these percentages are included in the supporting evidence base, which was made available for comment alongside the policies during the consultation. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.14 | Anon | Anon |
| Comments | | | | |
| Take aways account for most of the litter on the streets. Take aways should be severely limited in Brent to help with the litter problem. People should be encouraged to eat on site and food not to be removed from the premises if they are just going to throw their litter afterwards. | | | | |
| Council Response | | | | |
| It is acknowledged an overconcentration of takeaways can exacerbate problems such as littering, accordingly proposed policy DMP 3 seeks to prevent an overconcentration of takeaways by setting a cap on the proportion of frontage which can comprise takeaways and restrictions on their proximity to each other. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Anon | Anon |
| Comments | | | | |
| The requirements here seem minimal, distances from schools should be increased, 400m is negligible. The definition of neighbourhood centre frontage should encompass frontage that may be under another council's responsibility but adjacent to Brent zoning. Kilburn is an example of this where residents feel that they suffer as a result of having their high street split between two councils responsibility (Brent/ Camden). | | | | |
| Council Response | | | | |
| The intention of the policy is to discourage children from visiting takeaways on their lunch break. As such 400m is considered a reasonable distance. Brent can only designate town centre frontage within the borough, however, in applying policies consideration will be given to the town centre as a whole, including parts falling in other boroughs. This will be clarified in supporting text. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|-----------------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Anon | Anon |

| Comments |
|--|
| <p>Whilst the restrictions might help I also feel there is too many licensed premises/bar My Walm Lane high road has too many these. They are not retail and do not make a good High street I feel like takeaways and pawn shops the concentration should be limited</p> <p>PROPOSAL: include limiting the number of pubs/bars</p> |
| Council Response |
| <p>Evidence collected by the council identifies that, unlike pawnbrokers and betting shops, the number of drinking establishments in the borough is declining. As such it has not been considered necessary to introduce a cap. Policy DMP 3 includes criteria to ensure in determining applications for such uses consideration is given to cumulative impacts including noise, anti-social behaviour and litter.</p> |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------------|-----------------|--------------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Camille Caro | N/A |
| Comments | | | | |
| <p>1 - Over the past few years, it has become clear that land that pubs sit on in London is now worth a lot to developers. This makes pubs vulnerable and therefore they need more protection.</p> <p>2 - A real pub protection policy would ensure scrutiny of planning applications that seek to remove pubs, such as the Queensbury</p> <p>3 - As a local resident I would like to see pubs protected via a specific policy, not a catch-all policy which is easily sidestepped by a savvy developer. We don't want to lose all our pubs and want the council to support us, not aggressive development.</p> <p>4 - Developers seek to undermine pubs by claiming they are not viable and a policy would ensure such matters are discussed in detail, consistent with a pub policy. This has been proven by the current Queensbury case where Fairview have stated that the pub is not financially viable - when it clearly is - as stated by the Pub Managers</p> <p>5 - Lots of other councils have similar policies and protect their pubs, and so should Brent.</p> | | | | |
| Council Response | | | | |
| <p>A specific pub protection policy has been added to the DMP in response to comments.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Natasha Harris | N/A |
| Comments | | | | |
| <p>Pubs are an important part of our community, and should be protected from demolition by developers.</p> <p>This is a current issue in Willesden Green where we are at risk of losing our only decent pub (The Queensbury) in the area to a huge development where plans are not in keeping with the area in any way. In my opinion our pubs need protection for the following reasons:</p> <ol style="list-style-type: none"> 1. the land that pubs sit on in London is now worth a lot to developers and pubs are vulnerable and need protection. 2. A proper pub protection policy would ensure scrutiny of planning applications that seek to remove pubs 3. As a resident I would like to see pubs protected via a specific policy, not a catch-all policy which is easily sidestepped by a savvy developer. We don't want to lose all our pubs and want the council to support us, not aggressive development. 4. Developers seek to undermine pubs by claiming they are not viable and a policy would ensure such matters are discussed in detail, consistent with a pub policy. 5. Lots of other councils have similar policies and protect their pubs, and so should Brent. | | | | |
| Council Response | | | | |
| <p>A specific pub protection policy has been added to the DMP in response to comments.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------------|-----------------|------------------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Cllr Janice Long | N/A |
| Comments | | | | |
| <p>Care should be taken in granting permission for community use in retail areas. Too often they are taken by religious groups and you end up with a building that is shut during normal hours, often with shutters (212-214 Church Road) or that is open in the evening and causes noise nuisance to residential units, corner of St Mary's Road/ Craven Park Road.</p> <p>These establishments also cause parking issues especially when they are open in the evening after the hours of operation of any CPZ. They often do not cater for the local population.</p> | | | | |
| Council Response | | | | |
| <p>In accordance with DMP 2 in determining applications within the primary frontage of town centres applications will be required to maintain an active frontage. DMP1 and London Plan Policy applies to applications for social infrastructure, such as places of worship. The policy sets out applications for such uses must have an acceptable transport impact, complement the character of the area and avoid adverse impacts on the amenity of surrounding uses.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|------------------|-----------------|--------------------|----------------------|
| Chapter 2: Town centres | Non- Retail Uses | DMP 2 | CAMRA North London | CAMRA North London |
| Comments | | | | |
| <p>I have previously met with Councillor Muhammed Butt and expressed concern that Brent does not currently have a specific Pubs Protection Policy. Brent has suffered a near catastrophic loss of public houses over the last 15 years. If you turn right out of Willesden Green station it does not take long to see the once Spotted Dog as a prime example of conversion to residential. In Willesden alone, five pubs have closed in the last five years and three of these have seen a change of use to residential or other class. The ongoing threat to The Queensbury, opposite the tube station, is another indication of the threat to our local amenities. A specific Pubs Protection Policy would assist local communities in their wish to see such local amenities preserved both for them and for the future. CAMRA proposes that there needs to be much more positive and active wording for a dedicated Pubs Protection Policy in the Plan. Such protection should be specifically spelled out in separate clauses for pubs, not buried away in a subsidiary manner in some other section. Given that pubs are recognised as having a strong place at the centre of any community, these communities are more often than not local, and in the more residential areas.</p> <p>We submit that Protection needs to be spelt out, in terms of a presumption against any major change of use; active encouragement of registration of pubs as Assets of Community Value and the embodiment in writing of ACVs into the Plan so affording additional protection (as per guidance from the DCLG); active use as community hubs (and not just in shopping centres); and active use of Article 4 directions.</p> <p>Invariably, the speculators who acquire pubs are from outside the area, they have no loyalty to the community, they do not care how the local environment and community is affected because once they have made their profit, they will never be seen in the community again.</p> <p>Without a dedicated Pubs Protection Policy local communities will continue to suffer loss of their amenities. The character of the built environment will change forever. More and more it will be dominated by tracts of housing with very little for local people to do unless they travel away from their local area.</p> <p>Local communities will change for the worse; indeed without pubs there is an argument that a part of the glue which holds communities together will be lost - forever. And as a consequence that which is defined as community could also be lost.</p> <p>On behalf of CAMRA and the local residents of Brent, I therefore urge Brent to introduce a comprehensive Pubs Protection Policy by drawing upon the examples provided of other Council's policies which provide far greater protection for the public house.</p> <p>We cannot rely on National Government to do this, local people need their local Councils to act.</p> | | | | |
| Council Response | | | | |
| <p>A specific pub protection policy has been added to the DMP in response to comments.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------|-----------------|-------------------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Francine Lawrence | N/A |
| Comments | | | | |
| <p>That is why I as a resident of Willesden Green insist that Brent Council does not make the same ludicrous mistake again with the Queensbury Pub. The Queensbury building, is one of the few buildings of character in the High Street/Walm Lane, but the land is very attractive to unscrupulous get rich quick developers.</p> <p>The pub is the ONLY community meeting place for people of all ages, with a garden area for families and a friendly welcoming atmosphere. There are other pubs, but they cater for different sectors of the community and are not welcoming to females who wish to meet their friends, families with children, people who work in the centre of town and want to have a social get-together on their way home from work.</p> <p>I am 60 year old female and I like to meet my friends at my local pub and have a meal and a chat in the evening, take this away and my options become ever reduced.</p> <p>The Queensbury provides good food at affordable prices and a restaurant for special occasions. It's a great place to show other Londoners that Willesden Green is not a sad run down semi suburb with characterless new buildings. We need more, not fewer places like this for young and old to meet. We don't want to lose all our pubs and you as councillors have been voted in to protect our community, not support aggressive development.</p> <p>We propose a proper pub protection policy would ensure scrutiny of planning applications that seek to remove pubs – and libraries.</p> <p>Developers seek to undermine pubs by claiming they are not viable, but that isn't their business. Pubs – and especially the Queensbury is an Asset of Community Value. A defined policy would ensure such matters are discussed in detail, consistent with a pub policy.</p> | | | | |
| Council Response | | | | |
| A specific pub protection policy has been added to the DMP in response to comments. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------|-----------------|---------------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Joanna Hanley | N/A |
| Comments | | | | |
| <p>I understand Brent will be looking at it's planning policy and I'd like to suggest that a policy is put in place to protect pubs in Brent. Pubs need to be protected - they're often on land which is valuable and therefore vulnerable to aggressive developers who often try and push through building applications. If a pub protection policy was in place, then this would ensure all plans involving pub land would be scrutinised and the viability of the pub would be questioned. In many cases these pubs are viable, are great assets to the community and residents don't want them bulldozed just to appease aggressive developers. I live in Brent - I like pubs - they're a massive part of our community and they need to be looked after by Brent. Lots of other councils in the UK have a pub protection policy in place, please can Brent have one?</p> | | | | |
| Council Response | | | | |
| A specific pub protection policy has been added to the DMP in response to comments. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------|-----------------|---------------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Joanna Hanley | N/A |
| Comments | | | | |
| <p>I understand Brent will be looking at it's planning policy and I'd like to suggest that a policy is put in place to protect pubs in Brent. Pubs need to be protected - they're often on land which is valuable and therefore vulnerable to aggressive developers who often try and push through building applications. If a pub protection policy was in place, then this would ensure all plans involving pub land would be scrutinised and the viability of the pub would be questioned. In many</p> | | | | |

cases these pubs are viable, are great assets to the community and residents don't want them bulldozed just to appease aggressive developers. I live in Brent - I like pubs - they're a massive part of our community and they need to be looked after by Brent. Lots of other councils in the UK have a pub protection policy in place, please can Brent have one?

Council Response

A specific pub protection policy has been added to the DMP in response to comments.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|-----------------|-----------------|--------------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Lucy Duxbury | N/A |

Comments

As a local resident I would like to make my feelings known regarding the planned change of use/demolition of the Queensbury Pub in Willesden Green. I would like to encourage Brent Council to have a proper pub protection policy based on the following points:

- the land that pubs sit on in London is now worth a lot to developers and pubs are vulnerable and need protection.
- a proper pub protection policy would ensure scrutiny of planning applications that seek to remove pubs.
- as a resident you would like to see pubs protected via a specific policy, not a catch-all policy which is easily sidestepped by a savvy developer. We don't want to lose all our pubs and want the council to support us, not aggressive development.
- developers seek to undermine pubs by claiming they are not viable and a policy would ensure such matters are discussed in detail, consistent with a pub policy.
- lots of other councils have similar policies and protect their pubs, and so should Brent.

Council Response

A specific pub protection policy has been added to the DMP in response to comments.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|-----------------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | N/A | Make Willesden Green |

Comments

We support the calls for restrictions on the numbers of chicken shops and payday lenders on high streets, although we are not sure why shisha shops appear to have been lumped in with this. However, we are concerned that such a restriction in isolation, without some measures to support independent businesses, could lead to either more empty shops or a proliferation of chain stores. We therefore suggest that Brent offers some form of claw back of business rates for independent specialist retailers and additionally looks at ways that some form of "Tesco tax" can be implemented.

Council Response

Business rates are outside the scope of the DMP, however, comments will be passed to the relevant department. The proposal for a 'Tesco Tax' was recently rejected by the Secretary of State, making it unlikely that this will be an option for council's in the future. The DMP includes policy to promote independent retailers, for example by supporting meanwhile uses. Meanwhile uses allow vacant buildings and land to be brought into temporary use. This allows start up businesses to trial a business idea with reduced overheads, and can support the establishment of permanent businesses.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|-----------------|-----------------|---------------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Matt Fielding | N/A |

Comments

Managing impact on amenity – I would also add that the policy should consider whether the asset they are likely to replace is an asset of community value. Should that be the case greater consideration should be given to the proposal in line with other sections of the plan. I support the council having an active policy

on betting shops, gaming centres, pawnbrokers, takeaways etc. Where there is a perceived over-concentration of use, it makes perfect sense for a council to have an active policy to seek to put in on the front foot where any further applications are made. However, I do not understand why the council does not have an active policy on assets that provide a community benefit and are of value (for example: pubs such as the Queensbury, Busy Rascals which uses the Queensbury, libraries etc). The policy looks rather skewed if it has a policy to try and prevent our town centres getting worse through over-concentration of shops where an abundance of them is perceived to be detrimental, but does not seek to also proactively protect those that do offer a benefit to our community.

Council Response

A specific pub protection policy has been added to the DMP in response to comments. Supporting text clarifies significant weight will be given to the protection of Assets of Community Value. This will be a material consideration.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|-----------------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | N/A | Planware |

Comments

This objection relates to Policy DMP 2 of the above consultation document. We have considered the policy with regard to the principles set out within the Framework. Local Plans should “plan” positively for development; be justified; effective; and consistent with the Framework. We consider that limiting the number and location of hot food takeaways would be unsound. By way of overview, the Framework provides no justification at all for using the development control system to seek to influence people’s dietary choices. There is no adequate evidence to justify the underlying assumption, that locating any A5 use within certain distances of schools causes adverse health consequences, which would in turn have negative land use planning consequences. The evidence does not support this chain of reasoning or the significant restriction on the location of A5 uses. The policy is not positive, justified, effective or consistent with the Framework. Restricting the number and location of new A5 proposals within the borough, is not a positive approach to planning. The Frameworks “foreword” promotes sustainable development this is about positive growth, making economic, environmental and social progress for this and future generations. As worded, the policy takes an ambiguous view of A5 uses in relation to the proximity to secondary schools and further education establishments. It applies an over-generic approach to restrict development with little sound planning reasoning or planning justification. This is contrary to Para 14 of the Framework which advises authorities to positively seek opportunities to meet development needs of their area.

Council Response

The policy is justified as set out in full the accompanying Takeaway Policy Background Report (2013). In summary, The National Planning Policy Framework (2012) emphasises that the purpose of the planning system is to contribute towards sustainable development. One of the three dimensions in achieving sustainable development is for the planning system to perform a social role by supporting ‘strong, vibrant and healthy communities. ‘Consequently one of the core planning principles is to ‘take account of and support local strategies to improve health, social and cultural wellbeing for all and deliver sufficient community and cultural facilities and services to meet local needs.’ In relation to plan making, local authorities should have an up to date and relevant evidence base for the Local Plan. To develop this evidence base local planning authorities are to work with public health organisations to understand and take account of the health status and needs of the local population and information about relevant barriers to improving health and wellbeing. Accordingly, this policy has developed with regard to Brent’s Joint Strategic Needs Assessment, which highlights Brent’s key health and wellbeing challenges as including rising levels of obesity, particularly childhood obesity, cardiovascular disease and diabetes. Brent’s Obesity Strategy includes a number of key actions to address the serious issue of rising levels of childhood obesity, including restricting the proximity of takeaways to schools. Such policies have been found sound at examination, most recently at the examination of Brent’s Area Action Plan for Wembley.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|-----------------|-----------------|-------------------------|----------------------|
| Chapter 2: Town centres | Non-Retail Uses | DMP 2 | Chris Colloff (Savills) | Thames Water |

Comments

Thames Water seeks that grease traps are installed in all catering establishments. These traps must be regularly cleaned and maintained. Failure to enforce the effective use of grease traps will result in the build up of food deposits in sewers and drains. This can cause blockages and flooding resulting in emergency cleaning. These food deposits may also encourage the migration of rodents into the wastewater infrastructure and encourage their proliferation.

Council Response

This will be covered by the development management general policy, which requires mitigation for waste and contamination.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|---|-----------------|-------------|----------------------|
| Chapter 2: Town centres | Neighbourhood Centres and Isolated Shop Units | DMP 3 | Ian Elliott | Save the Queensbury |

Comments

The consultation also reads that "in keeping with the NPPF, public houses are classed as social infrastructure and proposals which would result in their loss will be subject to this policy and town centre policy DMP 3 'Neighbourhood Centres and Isolated Shop Units'" However the latter policy makes absolutely no reference to public house. Hence any suggestion that the proposed 'infrastructure' policy is redundant and will be easily evaded at planning decision and appeal stage. If Brent Council is serious about protecting its public houses the it would bring forward a policy that will be effective, as so many other local authorities have done.

Council Response

A specific pub protection policy has been added to the DMP in response to comments.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|---|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Neighbourhood Centres and Isolated Shop Units | DMP 3 | Robert Dunwell | QARA |

Comments

last sentence – "affordable housing" to be replaced by the words "housing, with affordable housing being the preferred option depending on individual circumstances".

Council Response

It is acknowledged with new permitted development rights conversion can take place, without the need for planning permission, therefore the council will not have a mechanism to require affordable housing, this reference has therefore been removed from the policy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|---|-----------------|-------------|----------------------|
| Chapter 2: Town centres | Neighbourhood Centres and Isolated Shop Units | DMP 3 | Ian Elliott | Save the Queensbury |

Comments

The consultation also reads that "in keeping with the NPPF, public houses are classed as social infrastructure and proposals which would result in their loss will be subject to this policy and town centre policy DMP 3 'Neighbourhood Centres and Isolated Shop Units'" However the latter policy makes absolutely no reference to public house. Hence any suggestion that the proposed 'infrastructure' policy is redundant and will be easily evaded at planning decision and appeal stage. If Brent Council is serious about protecting its public houses the it would bring forward a policy that will be effective, as so many other local authorities have done.

Council Response

A specific pub protection policy has been added to the DMP in response to comments.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Neighbourhood Centres and Isolated Shop Units | DMP 3 | N/A | Make Willesden Green |
| Comments | | | | |
| <p>The consultation reads that "in keeping with the NPPF, public houses are classed as social infrastructure and proposals which would result in their loss will be subject to this policy and town centre policy DMP 3 'Neighbourhood Centres and Isolated Shop Units'". However the latter policy makes absolutely no reference to pubs. Hence this will be easily evaded at planning decision and appeal stage. Tagging "public houses" on the end of a list of buildings deemed to be community infrastructure is an ineffective and insufficient substitute for a dedicated pub protection policy. Brent should follow the example of local authorities in Lewisham, Kensington & Chelsea and Cambridge, among others, in adopting a detailed pub protection policy. As part of the policy, these local authorities maintain either a formal register or an informal list of all the pubs within their area. Under the new draft DMP, it is highly likely that planning officers would have reached the same conclusion as they did in March 2014, recommending demolition of The Queensbury. The purpose of a pub protection policy is to give proper consideration where (for example) a developer claims a pub is not viable or not needed. A pub protection policy would have established the value of The Queensbury and its building early on in the planning process, saving the planning department a lot of work and residents of Willesden Green a lot of distress. The draft DMP does not propose any additional protection for buildings which are listed as Assets of Community Value under the Localism Act. ACV-listed buildings should be protected from applications for Change of Use. The process for an ACV listing already requires a very high bar so the fact of it being worth preservation should not be in question. Although ACV regulations are not primarily planning regulations, it should be noted that 2.20 of the DCLG guidance on ACVs states: "However the fact that the site is listed may affect planning decisions - it is open to the Local Planning Authority to decide whether listing as an asset of community value is a material consideration if an application for change of use is submitted, considering all the circumstances of the case." This means that ACV listing can be used as a material planning consideration if desired – Brent has the power to say that they will give community assets real protection and make the ACV status recognised and valued within the DMP. A Pub Protection Policy is not specifically for heritage or rural pubs – CAMRA's model policy covers both rural and urban pubs. Brent has a number of significant historic pubs, some of which are locally listed by Brent for heritage reasons. It has been requested several times that The Queensbury be assessed to be placed on the local list of heritage buildings yet to date this has not happened. We therefore ask that this takes place before the publication of the final Plan.</p> | | | | |
| Council Response | | | | |
| A specific pub protection policy has been added to the DMP in response to comments. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.17 | Robert Dunwell | QARA |
| Comments | | | | |
| as comment 2.10; replace the words "affordable housing" | | | | |
| Council Response | | | | |
| It is acknowledged with new permitted development rights conversion can take place, without the need for planning permission, therefore the council will not have a mechanism to require affordable housing. Amended to clarify the council's preferred alternative use is affordable housing. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|---------------------------------------|-----------------|---------------|----------------------|
| Chapter 2: Town centres | Town Centre Design and Infrastructure | DMP 4 | Anne Clements | Quintain |
| Comments | | | | |

Overall, we support the policy to deliver a pleasant and accessible town centre environment. However, as drafted, both the supporting Access provision for rear servicing can be text and the policy wording encourage rear servicing. 'land hungry' leading to the inefficient use of land at ground floor level. A variety of servicing strategies are available including servicing pads which are being used on the Wembley Estate. Rather this being prescriptive on the form of servicing, the policy should allow the flexibility to use a variety of servicing strategies providing they do not materially worsen traffic congestion or vehicle / pedestrian conflicts. The policy should be amended to allow for this increased flexibility.

Council Response

Servicing standards are now contained in the Transport chapter/parking standards and accompanying strategy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------------------------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Town Centre Design and Infrastructure | DMP 4 | Anon | Anon |
| Comments | | | | |
| Halal butchers load dead animals via the front of the shop, something that is never done by non halal butchers. I find the sight of dead animals hanging from an open van parked outside a halal butcher shop deeply distressing. | | | | |
| Council Response | | | | |
| This is outside of the scope of the Development Management Policies. Planning permission cannot be used to control the display of produce. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------------------------------------|-----------------|------------------|----------------------|
| Chapter 2: Town centres | Town Centre Design and Infrastructure | DMP 4 | Cllr Janice Long | N/A |
| Comments | | | | |
| Care should be taken in granting permission for community use in retail areas. Too often they are taken by religious groups and you end up with a building that is shut during normal hours, often with shutters (212-214 Church Road) or that is open in the evening and causes noise nuisance to residential units, corner of St Mary's Road/ Craven Park Road. These establishments also cause parking issues especially when they are open in the evening after the hours of operation of any CPZ. They often do not cater for the local population. | | | | |
| Council Response | | | | |
| Policy in the DMP protects a proportion of primary frontage for retail and professional and financial services, and requires active frontages to be maintained. Policies in the transport chapter and general amenity policy will be applied to ensure development does not result in negative impacts on the transport network. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------------------------|-----------------|----------------|---|
| Chapter 2: Town centres | Town Centre Design and Infrastructure | DMP 4 | Sarah Chaudhry | Property and Projects Team, Brent Council |
| Comments | | | | |
| Shop-fronts we welcome that the design should be complimentary of the wider area. | | | | |
| Council Response | | | | |
| Noted. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------|-----------------|-----------|----------------------|
|---------|---------|-----------------|-----------|----------------------|

| | | | | |
|--|---------------------------------------|-------|----------------|------|
| Chapter 2: Town centres | Town Centre Design and Infrastructure | DMP 4 | Robert Dunwell | QARA |
| Comments | | | | |
| additional para. g to read, "Free standing pavement signage for business operations behind frontage operations / shops will be allowed subject to survey and any appropriate respective conditions". | | | | |
| Council Response | | | | |
| Noted. The Shopfront and Advertisement SPD will contain detailed guidance on advertisements. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------------------------|-----------------|---------------|----------------------|
| Chapter 2: Town centres | Town Centre Design and Infrastructure | DMP 4 | Anne Clements | Quintain |
| Comments | | | | |
| Overall, we support the policy to deliver a pleasant and accessible town centre environment. However, as drafted, both the supporting Access provision for rear servicing can be text and the policy wording encourage rear servicing. 'land hungry' leading to the inefficient use of land at ground floor level. A variety of servicing strategies are available including servicing pads which are being used on the Wembley Estate. Rather this being prescriptive on the form of servicing, the policy should allow the flexibility to use a variety of servicing strategies providing they do not materially worsen traffic congestion or vehicle / pedestrian conflicts. The policy should be amended to allow for this increased flexibility. | | | | |
| Council Response | | | | |
| Servicing standards are now contained in the Transport chapter/parking standards and accompanying strategy. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.19 | Anon | Anon |
| Comments | | | | |
| Enforce this policy! the current design guide is usually ignored by shop front owners. Make it enforceable to a: limit the size of 'A' boards, and b: to ensure that they are placed appropriately on a pavement so as not to cause obstruction. some Councils have already enforced a limit on size and design - why shouldn't Brent? | | | | |
| Council Response | | | | |
| Noted. The Shopfront and Advertisement SPD will contain detailed guidance on advertisements. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.20 | Robert Dunwell | QARA |
| Comments | | | | |
| last sentence – replace "maintained" by "normally maintained". (reason; so as to give flexibility in individual cases). | | | | |
| Council Response | | | | |
| 3.5 metres is to be maintained in accordance with the council's existing planning guidance on layout standards and this will be included in the shopfront design guide rather than the Plan. This is to ensure an accessible environment for all and allow the free flow of pedestrians. A cluttered street can cause particular issues for disability groups. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------|-----------------|-----------|----------------------|
|---------|---------|-----------------|-----------|----------------------|

| | | | | |
|---|--------------------------|-------|----------------|---|
| Chapter 2: Town centres | Market and Carboot Sales | DMP 5 | Sarah Chaudhry | Property and Projects Team, Brent Council |
| Comments | | | | |
| The policy works to protect markets, but these markets must be properly formed and the policy needs to be mindful of competition with existing shops and town centre policy. We would welcome liaison with license department to stop/regulate the use of occasional sale license being used to establish a market, In terms of comparable temporary market provision for markets which are being redeveloped, we would seek that comparable does not mean a like for like size as this would not always be possible. | | | | |
| Council Response | | | | |
| Policy DMP 5 includes criteria to ensure that when planning applications for new markets and carboot sales are determined consideration is given to their effect on centres and shopping provision. Comparable provision during the redevelopment of markets is strongly encouraged. Decisions will be made on balance on what reasonably constitutes appropriate comparable provision for a temporary period. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.22 | Anon | Anon |
| Comments | | | | |
| Please state how you are NOT providing suitable alternative space for a market at Willesden Green as the proposed market square is being dug up by Thames Water and will be unavailable before Xmas or even later possibly. | | | | |
| Council Response | | | | |
| The proposed policy has not yet been adopted, and can only be applied where planning permission is required. Utility providers are able to undertake certain essential works without the need for planning permission. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.24 | Dilwyn Chambers | N/A |
| Comments | | | | |
| Some churches and schools have quite extensive car parks that can be used for carboot sales. Excessive bureaucracy could deter them, although they provide useful social interaction and recycling possibilities. Where obstructive parking is nearby streets by customers is envisaged, the police (not the Council) should be encouraged to deter it. Does authority exist for collecting sellers details, where a criminal offence is suspected? | | | | |
| Council Response | | | | |
| It is the intention that the Management Plan is proportionate with the scale of activity and will not overly burden such organisations. It sets out the practical factors which need to be considered and should assist in organising a successful carboot sale. The Council's Regulatory Services Team can and do take action where there is evidence of a criminal offence, such as the sale of counterfeit goods. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.25 | Robert Dunwell | QARA |
| Comments | | | | |
| The sentence as written has no sound basis for purposes of decision or enforcement. At least, the word "excessive" here needs to be defined especially as to what comparison basis or regulation is to be used. E.g. "Excessive in relation to "what". | | | | |
| Council Response | | | | |
| Clarification added 'excessive in relation to the scale of the centre.' in paragraph 3.17 | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.26 | Robert Dunwell | QARA |
| Comments | | | | |
| Can such “waiving” condition be cost effectively legally enforced. | | | | |
| Council Response | | | | |
| This condition is already currently applied by the council under saved UDP policy SH28, and enforced as required. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|---|
| Chapter 2: Town centres | Paragraph | 2.27 | Sarah Chaudhry | Property & Projects Team, Brent Council |
| Comments | | | | |
| Can this also include occasional sale licenses to stop this being used as a route to create a new market | | | | |
| Council Response | | | | |
| This paragraph highlights in addition to planning controls, the council's licensing teams also manages proposals for new markets through its functions. Although planning and licensing share information and licensing are consulted on any planning applications, they are separate statutory processes which must be undertaken. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------------------------------------|-----------------|-----------------------------------|----------------------|
| Chapter 2: Town centres | Visitor Accommodation and Attractions | DMP 6 | Stuart Murray and Jonathan Aubrey | Transport for London |
| Comments | | | | |
| TfL welcomes this policy requiring specific consideration of coach access for hotel proposals, as per London Plan Policy 6.13. However, we would also encourage specific reference to taxi and private hire facilities in addition to this. In paragraph 2.32, appendix C should be changed to appendix S and the word draft should be deleted from ‘Mayor’s draft Town Centre SPG’ as the adopted SPG was published on 17 July2014. | | | | |
| Council Response | | | | |
| Hotel parking/servicing standards are addressed in the Parking Standards Appendix. Reference to the Town Centre SPG and appendix updated to reflect its adoption during the DMP consultation process. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------------------------|-----------------|----------------|---|
| Chapter 2: Town centres | Visitor Accommodation and Attractions | DMP 6 | Sarah Chaudhry | Property and Projects Team, Brent Council |
| Comments | | | | |
| Welcome that “Brent's strategic hotel capacity is primarily located in Wembley”, but would still allow for strategic hotel accommodation outside Wembley. | | | | |
| Council Response | | | | |
| Hotel development could be located outside Wembley in accordance with the sequential approach as set out in the NPPF. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------|---------------------------|-----------------|-----------|----------------------------------|
| Chapter 2: Town centres | Visitor Accommodation and | DMP 6 | N/A | Wembley National Stadium Limited |

| | | | | |
|---|-------------|--|--|--|
| | Attractions | | | |
| Comments | | | | |
| With respect to any future visitor accommodation and attractions in the Wembley area, we request that the policy requires that conditions are applied to ensure that: 1) Any public realms/ landscaped areas within such new development can be made safe and secure given the movement of people on event days 2) Adequate noise protection for any accommodation in proximity to the National Stadium 3) An appropriate event day transport policy is put in place in consultation with the National Stadium. | | | | |
| Council Response | | | | |
| Policy on public realm is included in the London Plan. Further detailed guidance will be included in the emerging Designing Brent SPD | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------------|----------------------|
| Chapter 2: Town centres | Paragraph | 2.31 | Dilwyn Chambers | N/A |
| Comments | | | | |
| Relevance is not defined. Many residents who have more accommodation have it with people known or previously unknown to them. Categorisation does not seem necessary. | | | | |
| Council Response | | | | |
| The policy applies to applications for visitor accommodation only. Visitor accommodation does not have to meet the same spacing and amenity standards as residential accommodation. The purpose of the policy is therefore to ensure visitor accommodation is managed as such, and does not become permanent residential accommodation of an unsuitable standard. | | | | |

Chapter 3: Built Environment

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|--------------|-----------------|-----------|----------------------------------|
| Chapter 3: Built Environment | All Policies | | N/A | Wembley National Stadium Limited |
| Comments | | | | |
| As a matter of development policy, any proposed developments affected by the National Stadium should be required to demonstrate that they will not have a materially adverse effect on the safe and effective movement of people on event days. Accordingly, we submit that a further principle of "Safe movement of people" is added to DMP8 (Design Principles), DMP11 (Urban Greening etc) and DMP12 (Public Realm). Where any such development includes publicly accessible areas, it should be designed as to not impede significant crowd movements or cause any public safety concern. | | | | |
| Council Response | | | | |
| The Wembley Area Action Plan provides appropriate area specific policy related to development around the stadium. It is recognised that designs of spaces will have to take into account general day to day use as well as occasional event crowd use. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.4 | Dilwyn Chambers | N/A |
| Comments | | | | |
| I recall that in 2004 there was reference to a 'Design Review Panel,' but are unaware to what extent it has been consulted by the Council. If it includes architects, they may have significantly different views from the public and users of a building. Several recent local buildings have received adverse comments from the public, both before and after construction. Greater involvement of the public in assessing design quality and fitness for purpose both before and after construction should be attempted and awards made by architects treated by the Council with some care to avoid derision. | | | | |

| Council Response | | | | |
|---|--|--|--|--|
| To support the achievement of high quality design the Council has started to use the CABA Design Review Panel, which has membership from a variety of disciplines including architects and urban designers. The suggestion of a Council Design Award and greater engagement of the public in assessing the design will be fed to the Design Team for consideration. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|--------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.7 | Claire Craig | English Heritage |
| Comments | | | | |
| An Archaeological Priority Area is an area where, according to existing information held on the Greater London Historic Environment Record, there is significant known archaeological interest or high potential for new discoveries. | | | | |
| Council Response | | | | |
| Noted | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.8 | Robert Dunwell | QARA |
| Comments | | | | |
| see earlier comments para. 1, regarding SPG 17 and SPG 5 not being fit for purpose, and the need to defer this DDMP until these at least have been up dated etc | | | | |
| Council Response | | | | |
| Noted. It is agreed that both documents are dated in some respects. Work on replacement Supplementary Planning Documents has commenced and these will issued for consultation in 2015. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Urban Design | DMP 7 | N/A | English Heritage |
| Comments | | | | |
| English Heritage recommends that DM Policy 7 concerning Urban Design reflect the importance of relating positively to the historic environment in some way. The justifying text at paragraph 3.17 would ideally be contained in this policy from English Heritage's perspective. Otherwise, this might be achieved by introducing the importance of enhancing historic character into paragraph c. | | | | |
| Council Response | | | | |
| This issue has been removed from Policy in the DMP as it is considered it is sufficiently covered in the London Plan policies. In addition Policy DMP1 and DMP7 make reference to enhancing heritage assets and their setting. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | | DMP 7 | Robert Dunwell | QARA |
| Comments | | | | |
| replace "reflecting" with "normally reflecting"; add "at the same time without ruling out innovative and /or exemplar design". | | | | |
| Council Response | | | | |
| The NPPF states that planning policies on design should aim to ensure that developments respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. The policy explanation in Paragraph 2.5 identifies opportunity for | | | | |

modern interpretations within a traditional context.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------|------------------|-------------------------|----------------------|
| Chapter 3: Built Environment | Urban Design | DMP 7 and DMP 11 | Chris Colloff (Savills) | Thames Water |
| Comments | | | | |
| <p>Page 19- Policy DMP7, Urban Design:</p> <p>Page 24- Policy DMP11, Urban Greening, Landscaping and Trees:</p> <p>Thames Water recognises the environmental benefits of trees and encourages the planting of them. However, the indiscriminate planting of trees and shrubs can cause serious damage to underground infrastructure and consideration should be given to this in the selection of species and location of new tree planting.</p> | | | | |
| Council Response | | | | |
| <p>The Council does not encourage the indiscriminate planting of trees and shrubs. The Planning Department has a dedicated arboriculture officer and landscape architect to assist in assessing planting schemes. It is in the long term interests of green infrastructure for the right species to be located in the right location. Otherwise it is potentially at threat for the reasons identified by Thames Water and from other property / utilities owners.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.11 | Anon | Anon |
| Comments | | | | |
| <p>One item I have noticed whilst using an electric scooter on pavements and crossing roads is that many apparently small hindrances are very difficult. EG a curb of more than 1" cannot be safely accessed by my small wheeled scooter - dips caused by sinking utility access points also cause the scooter to tip dangerously. It is important that all accessibility issues are actually checked by disabled people and not the officers as we have many issues which are not considered or even realised unless you experience them yourselves. e.g. never use round door handles! I am always happy to give my experience to the Council as I do this for tfl.</p> | | | | |
| Council Response | | | | |
| <p>It is recognised that the detailed design of schemes does need to take greater account of accessibility / use by a wider range of people. This is covered by a range of London Plan policies, plus specific standards particularly for housing development in meeting mobility standards.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.12 | Anon | Anon |
| Comments | | | | |
| <p>As many trees as we can fit in. Replace any that have died. give priority to cleaning our air. Also, planting of flowers should be supported.</p> | | | | |
| Council Response | | | | |
| <p>There are a number of policies in the London Plan and the DMP that seek retention of trees and provision of additional high quality green infrastructure in new development, e.g. London Plan Policy 5.10.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.12 | Anon | Anon |
| Comments | | | | |
| <p>I feel there is not enough emphasis if any on the provision of trees on private land Arups recent report highlighted the numerous benefits larger trees On conversions and new schemes of all types trees not scrubs should be designed into the scheme and act as a buffer and amenity value to the area. By this I mean schemes should contain numerous trees and in dense bundles rather than a odd tree in the middle of a car park.</p> | | | | |

PROPOSAL 1: Take on board as policy the recommendations and suggestions as set out in the Arup report of 2013

PROPOSAL 2: Where homes are being extended into the existing rear garden or on new development generally ensure that tall upright trees are planted along rear boundary

On existing properties whenever possible the rear boundaries should be replanted with tall upright type trees to recreate what was common when the area was developed from farmland

Council Response

The Council recognise the benefits that large trees can bring to the built environment. However Brent has a varied mix architectural styles and urban design and it would not be appropriate to require large trees for all types of development. Where development allows space for larger trees of native species such as London Plane and Oak will be sought. London Plan Policy 5.10 requires all development to contribute to urban greening and the Council's landscaping and trees will be protected. This is considered to be in accordance with NPPF para 58 which states that Planning policies should aim to ensure that developments are visual attractive as a result of good architecture and appropriate landscaping.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-------------------|-----------------|----------------------------|----------------------------|
| Chapter 3: Built Environment | Design Principles | DMP 8 | Brent Friends of the Earth | Brent Friends of the Earth |

Comments

In respect of tall buildings we believe that it is particularly important that the height should not significantly exceed that of other buildings in the area. Buildings of over 12 stories overshadow the surroundings and can create a risk of bird strike. The general statement in planning policies that tall buildings should conform to the layout of the local area and be of good design has not been sufficient to deter the approval of the 26 storey buildings in Barnet, adjacent to the Welsh Harp SSSI and the Brent border. In our view the reference to tall buildings, item f, should include the need to conform with the local skyline, as well as be of good design.

Council Response

The London Plan Policy 7.7 gives a London wide approach to Tall Buildings which in Brent has been supplemented by the Wembley Area Action Plan. Other tall developments will be considered within the parameters of the London Plan policy, taking account of local circumstances and good practice documents, plus any future locally relevant design guidance set out in the new SPD17

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-------------------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Design Principles | DMP 8 | N/A | English Heritage |

Comments

English Heritage is not clear what is meant by 'strategic context' in paragraph a. of DM Policy 8 concerning scale of development. English Heritage would welcome consideration of the setting of heritage assets when determining the scale of development. English Heritage notes in relation to DM Policy 8(f) that exceptional design is not always sufficient to avoid causing substantial harm if a tall building is poorly located in relation to heritage assets and their settings.

Council Response

This policy has been removed. It is considered that existing policy within the London Plan provides sufficient policy in respect of design. Consideration of the impact on heritage assets is dealt with in the revised policies in DMP7.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-------------------|-----------------|---------------------------------|--------------------------|
| Chapter 3: Built Environment | Design Principles | DMP 8 | Stuart Murray & Jonathan Aubrey | Greater London Authority |

Comments

The design principles are generally supported, however, it is recommended that point (f.) be expanded to provide a more comprehensive policy approach to tall building development in accordance with London Plan Policy 7.7. Tall building proposals should include an urban design analysis that demonstrates the proposal is part of a strategy that meets the criteria set out in London Plan Policy 7.7

Council Response

This policy has been removed. It is considered that existing policy within the London Plan provides sufficient policy in respect of design.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-------------------|-----------------|-------------------------|----------------------|
| Chapter 3: Built Environment | Design Principles | DMP 8 | Chris Colloff (Savills) | Thames Water |

Comments

Thames Water will require 24 hour vehicular access to any pedestrianised area to undertake emergency works. Access to the water and wastewater infrastructure must not be impeded by street furniture. This will enable Thames Water to operate the network with as little interruption to the service as possible.

Council Response

Noted. Thames Water are consulted on proposals for all major developments and those which are over or close to sewers.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.13 | Anon | Anon |

Comments

Ensure that all new developments have green roofs and walls and include plenty of trees and new planting. Also solar panels and triple glazing and glass that reflects heat to provide for cool in a very hot London. (as an example Wigmore Street last night was 4 degrees hotter than Regents Park!)

Council Response

There are a number of policies in the London Plan and the DMP that seek retention of trees and provision of additional high quality green infrastructure in new development, including green walls e.g. London Plan Policy 5.10.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-----------|-----------------|-----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.14 | Simon Slateford | Fairview Homes |

Comments

Paragraph 3.14 on density should reflect the guidance in the London Plan and Housing SPG which state that a rigorous appreciation of housing density is crucial to realising the optimum potential for sites but it is only the start of planning housing development, not the end.

Council Response

Density will be assessed on the characteristics of the site, including its PTAL rating, but also the surrounding current and future context.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.14 | Robert Dunwell | QARA |

Comments

this whole paragraph needs to be cross referenced to the respective "London Plan; Housing Density PTAL "sources.

Council Response

The Plan paragraph has been removed and the Plan no longer provides substantial comment on density.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.15 | Robert Dunwell | QARA |
| Comments | | | | |
| add, “but nevertheless each application should be considered under its own rights”. | | | | |
| Council Response | | | | |
| The Plan paragraph has been removed and the Plan no longer provides substantial comment on extensions to buildings. Locally specific guidance will be provided in additional documents where appropriate such as the SPD5, SPD17 and Conservation Area design guides. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.16 | Robert Dunwell | QARA |
| Comments | | | | |
| last sentence – Replace with, “ Tandem” developments (Backland housing sharing a frontage house access in the horizontal plane will not be permitted. | | | | |
| Council Response | | | | |
| The Plan no longer makes reference to tandem developments. Housing in back gardens has essentially been discounted as a source of supply. On this basis compared to national policy that was set out in PPG3 the pressure to develop on back gardens is somewhat reduced. Applications will be determined on their merits taking account of assumptions about supply and policy requirements. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.17 | Anon | Anon |
| Comments | | | | |
| See here the Queensbury redevelopment at Willesden Green which is not in keeping with the Mapesbury heritage value. The building design of the pub reflects the design of the estate and as a corner stone is of great value to delineate this estate. any 'back' redevelopment should be of a reasonable proportion and reflect it's character. | | | | |
| Council Response | | | | |
| The draft Development Management Policies set out the Council's preferred options for detailed policies which will be used primarily for the determination of planning applications for development in the borough. It is not the purpose of this consultation to consider the merits of existing planning applications and developments. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.18 | Anon | Anon |
| Comments | | | | |
| again, see the Queensbury proposed development which is considerably higher than surrounding areas and thus is not appropriate. | | | | |
| Council Response | | | | |
| The draft Development Management Policies set out the Council's preferred options for detailed policies which will be used primarily for the determination of planning applications for development in the borough. It is not the purpose of this consultation to consider the merits of existing planning applications and developments. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-----------|-----------------|----------------------------|----------------------------|
| Chapter 3: Built Environment | Paragraph | 3.18 | Brent Friends of the Earth | Brent Friends of the Earth |

| Comments | Council Response |
|----------|------------------|
| | |

Comments

the height should not be justifiable simply by "good design", it should also conform with the skyline and nature of the locality

Council Response

The London Plan Policy 7.7 gives a London wide approach to Tall Buildings which in Brent has been supplemented by the Wembley Area Action Plan. Other tall developments will be considered within the parameters of the London Plan policy, taking account of local circumstances and good practice documents, plus any future locally relevant design guidance set out in the new SPD17

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.18 | Robert Dunwell | QARA |

Comments

SPD 17 Comments as before.

Council Response

Noted. It is agreed that both documents are dated in some respects. Work on replacement Supplementary Planning Documents has commenced and these will issued for consultation in 2015.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.23 | Anon | Anon |

Comments

Was this not considered when the new Council building was designed? Again, take disabled people around to see where there are issues like non-automatic doors and handles and... It is better to have a panel of disabled people to inform accessible design as without the disability yourself you cannot guess or imagine how you can be impacted.

Council Response

The draft Development Management Policies set out the Council's preferred options for detailed policies which will be used primarily for the determination of planning applications for development in the borough. It is not the purpose of this consultation to consider the merits of existing planning applications and developments.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|--------------------|-----------------|-----------------|----------------------|
| Chapter 3: Built Environment | Protecting Amenity | DMP 10 | Simon Slateford | Fairview Homes |

Comments

Policy DMP10 should not refer to "maximise "when referring to sunlight/daylight, but to ensure "satisfactory levels" of sunlight and daylight as stated in Policy DMP40.

Council Response

Reference to daylighting is in general terms in paragraph 2.5

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|--------------------|-----------------|------------------|----------------------|
| Chapter 3: Built Environment | Protecting Amenity | DMP 10 | Jennifer Cameron | N/A |

Comments

This will mean, in practice, that only conservation areas stand any chance of keeping their green front gardens and hedges. Elsewhere, non-resident landlords will allow front gardens to become overgrown in order to justify paving them and turning them into car parks. This trend has gone too far already so there must be no further reductions in proportion of soft landscaping. Why is this exception being proposed when it robs the Council of revenue from on street parking and deprives the residents of the benefits at 3.36? Please consult your colleagues in enforcement about the impact of exceptions for small curtilages: if the space is too small for a car, it can have its wheels in the property and bonnet overhanging pavement and a row of wheelie bins on the pavement makes a colourful boundary marker. 3.39 implies that the Council intends to give up on enforcement outside (wealthy) conservation areas.

Council Response

Alterations to front gardens of dwelling houses outside of Conservation Areas can be made under permitted development without the control of the Local Planning Authority. Considering the other benefits of soft landscaping policy DMP12 criterion f) now seeks a 50% minimum of soft landscaping where permission is required. The ability to insist on 50% where the garden is already hard-standing is likely to be deemed as unreasonable, however the Council will in these cases encourage provision of soft landscaping. In addition to this the Council's Highways Department have introduced additional measures within the Domestic Vehicular Crossover Policy to secure soft landscaping in the front forecourt. Where appropriate the council seek to ensure that these interventions include the provision of small trees or boundary hedges. Crossovers and parking in the front forecourt are not permitted where there is not sufficient depth (< 5m) to accommodate a standard car

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------|-----------------|-------------------------|----------------------|
| Chapter 3: Built Environment | Protecting Amenity | DMP 10 | Chris Colloff (Savills) | Thames Water |
| Comments | | | | |
| <p>The policy requires that development proposals should not result in unacceptable levels of odour or noise. However, consideration also needs to be given to the suitability of proposed developments in relation to existing land uses. Where development is being proposed within 15m of a pumping station, the developer or local authority should liaise with Thames Water to consider whether an odour and / or noise and / or vibration impact assessment is required as part of the promotion of the site and potential planning application submission. Any impact assessment would determine whether the proposed development would result in adverse amenity impact for new occupiers, as those new occupiers would be located in closer proximity to a pumping station.</p> <p>To ensure appropriate positioning of new development an additional requirement should be added to Policy DMP10 requiring:</p> <p>“g) not be located where the amenity of future occupiers would be adversely affected by existing sources of noise, odour, vibration, fumes, dust or other air pollution.”</p> | | | | |
| Council Response | | | | |
| These policies have been removed as it is considered they are covered sufficiently in the NPPF and London Plan. The issue of existing noise pollution for instance is addressed in London Plan Policy 7.15 | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.32 | Robert Dunwell | QARA |
| Comments | | | | |
| part of last sentence – Delete “and proposals for basements”; replace with “Depending on the location and siting and relative scale, domestic basement proposals may also here be included, although not as a general rule.” | | | | |
| Council Response | | | | |
| Reference to Considerate Constructors has been moved to the environmental protection section and is related to major developments. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.33 | Robert Dunwell | QARA |
| Comments | | | | |
| Delete this whole sentence as the wording and intent is outside the scope of this “planning” document. (Reason for example: This topic falls within the province of Building Control regulations and other Statutes (e.g. Party Wall Act),as do other structural / stability issues for other building development). | | | | |
| Council Response | | | | |
| This sentence has been deleted due to the restructuring of the document. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.36 | Anon | Anon |
| Comments | | | | |
| It is already law in London that front gardens should not be concreted over and yet this is not enforced except in conservation areas? why not? why is not required for all property owners to undertake a planning permission (simple) in order that they can change their front gardens - even when just renewing existing? this should also apply to all public and private developments of all types. The hard landscaping should be porous. | | | | |
| Council Response | | | | |
| It is not law that front gardens should not be concreted over. The loss of front gardens to hardstanding is a trend which is changing the character of many areas. However, the Council can only control situations which require planning permission. Policy DMP 12 dealings with car parking in front gardens (requiring 50% soft landscaping). | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.37 | Anon | Anon |
| Comments | | | | |
| Is this enforced? even with house extensions? | | | | |
| Council Response | | | | |
| Policy 5.10 requires each scheme to provide an element of urban greening. It is acknowledged that a greater priority should probably be given to this than is currently the case when granting planning applications | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------------------------|-----------------|----------------------------|----------------------------|
| Chapter 3: Built Environment | Urban Greening, Landscaping and Trees | DMP 11 | Brent Friends of the Earth | Brent Friends of the Earth |
| Comments | | | | |
| Referring to new developments, item b, states, that the council will be “expecting” the protection and retention of good quality existing trees. We suggest that this is not definite enough and that it is made clear that good quality existing trees must be preserved and those of poor quality should be replaced (in the manner suggested in the rest of the paragraph) ,and, that additional trees should be provided wherever possible as well as in green areas. The Environmental assessment draws attention to the fact that Brent has too few green spaces and had no policy for actually increasing the number of trees in the borough. | | | | |
| Council Response | | | | |
| DMP 1 identifies in criterion h) that development will be acceptable provided it is...retaining high quality trees and landscape features.. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------------------------|-----------------|---------------|----------------------|
| Chapter 3: Built Environment | Urban Greening, Landscaping and Trees | DMP 11 | Eleri Randall | Environment Agency |
| Comments | | | | |
| We support the policy that all development should contribute to urban greening, in particular through DMP11 c. Providing living roofs and walls and the supporting text outlining their benefits. | | | | |
| Council Response | | | | |
| This policy has now been deleted but is covered by DMP1 related to green infrastructure and London Plan Policy 5.10. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------------------------------|-----------------|--------------|----------------------|
| Chapter 3: Built Environment | Urban Greening, Landscaping & Trees | DMP 11 | Blair Thorpe | N/A |
| Comments | | | | |
| <p>I feel there is not enough emphasis if any on the provision of trees on private land Arups recent report highlighted the numerous benefits larger trees On conversions and new schemes of all types trees not scrubs should be designed into the scheme and act as a buffer and amenity value to the area. By this I mean schemes should contain numerous trees and in dense bundles rather than an odd tree in the middle of a car park.</p> <p>PROPOSAL 1: Take on board as policy the recommendations and suggestions as set out in the Arup report of 2013</p> <p>PROPOSAL 2: Where homes are being extended into the existing rear garden or on new development generally ensure that tall upright trees are planted along rear boundary</p> <p>On existing properties whenever possible the rear boundaries should be replanted with tall upright type trees to recreate what was common when the area was developed from farmland</p> | | | | |
| Council Response | | | | |
| <p>The Council recognise the benefits that large trees can bring to the built environment. However Brent has a varied mix architectural styles and urban design and it would not be appropriate to require large trees for all types of development. Where development allows space for larger trees of native species such as London Plane and Oak will be sought.</p> <p>Policy DMP1 plus London Plan policies provide the opportunity to seek appropriate planting of new trees on development sites.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------------------------------|-----------------|----------------|---|
| Chapter 3: Built Environment | Urban Greening, Landscaping & Trees | DMP 11 | Sarah Chaudhry | Property & Projects Dept, Brent Council |
| Comments | | | | |
| Agree with "b. expecting the protection and retention of good quality existing trees, mature shrubs and hedges that make a significant contribution to the streetscape and requiring detailed specification for new planting, promoting native species, and including like for like or a higher quality of replacement trees;" | | | | |
| Council Response | | | | |
| This policy has now been deleted but is covered by DMP1 related to green infrastructure and London Plan Policy 5.10. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|---------------------------------|-----------------|-------------------------|----------------------|
| Chapter 3: Built Environment | Urban Greening, Landscaping and | DMP 11 | Chris Colloff (Savills) | Thames Water |

| | | | | |
|---|-------|--|--|--|
| | Trees | | | |
| Comments | | | | |
| Thames Water recognises the environmental benefits of trees and encourages the planting of them. However, the indiscriminate planting of trees and shrubs can cause serious damage to underground infrastructure and consideration should be given to this in the selection of species and location of new tree planting. | | | | |
| Council Response | | | | |
| The Council does not encourage the indiscriminate planting of trees and shrubs. The Planning Department has a dedicated arboriculture officer and landscape architect to assist in assessing planting schemes. It is in the long term interests of green infrastructure for the right species to be located in the right location. Otherwise it is potentially at threat for the reasons identified by Thames Water and from other property / utilities owners. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.39 | Anon | Anon |
| Comments | | | | |
| The policy on retaining, making & re-instating greenery to front gardens is not worded strongly enough. There must be no doubt that we do not want any more front drives converted to hard standing. The 50% limit should be changed to 25% hard standing only. The small gardens exclusion should be reversed - we do not want to see a small front garden converted to a car park space, the whole front garden must be green - it is so easy to achieve. very often we see the front garden converted to a car park with a token low quality planting area filled with rubble, then 100mm to top soil & turfed. This will obviously fail, so the topsoil depth should be 400mm & planting installed prior to the drive being used as a car park. Any planning submissions must include schemes to re-instate front gardens to greenery. This matter is not just for conservation areas as can be seen from the years of poor policy & enforcement by Brent that has resulted in whole streets devoid of greenery in what is a green suburb of London. | | | | |
| Council Response | | | | |
| The 50% is considered to be more realistic and appropriate taking account of the size of the majority of front gardens and the impact that planting can have even in a small place. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.39 | Anon | Anon |
| Comments | | | | |
| all very good but you need to enforce it. | | | | |
| Council Response | | | | |
| The NPPF para 207 states that "Effective enforcement is important as a means of maintaining public confidence in the planning system. Enforcement action is discretionary, and local planning authorities should act proportionately in responding to suspected breaches of control." Brent Council have a pro-active Enforcement Team who investigate and where necessary take action against a wide range of breaches. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------------------|----------------------------|
| Chapter 3: Built Environment | Paragraph | 3.39 | Brent Friends of the Earth | Brent Friends of the Earth |
| Comments | | | | |
| We suggest that all front gardens should have 50% soft landscaping whatever their size. There is also no mention of preserving existing gardens, i.e. not allowing the conversion of existing front gardens into hard standing, (mainly for car parking), or, of encouraging the conversion of hard standing areas back into soft landscaping. | | | | |
| Apart from the advantage of "greening" areas increasing soft landscaping would help to reduce street flooding from run-off. | | | | |

| Council Response | | | | |
|---|--|--|--|--|
| This is addressed now in DMP 12 Parking criterion f). | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.39 | Robert Dunwell | QARA |
| Comments | | | | |
| Replace the words “front gardens” with “house frontage areas” throughout. No justification for the 50% figure is here given or referenced. Delete “50%”, replace with “30% to 50% and add the proviso “depending on the appearance and character of the overall green landscaped scheme”. (in practice and on appeal and in Public Inquiry it can be seen that a lesser than 50% scheme is visually acceptable, even in conservation Areas). Sensible Flexibility of approach is here needed. | | | | |
| Council Response | | | | |
| Disagree front gardens provides a clear term which is less ambiguous than house frontage areas. There is sufficient flexibility within the policy to allow varying designs and soft landscaping provision however soft landscaping in front gardens makes an important contribution to the character and appearance of the Borough while also ensuring natural run-off of water. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.41 | Robert Dunwell | QARA |
| Comments | | | | |
| 1st part 1st sentence – Delete and replace with, “ All schemes, where different area/s of landscaping is/ are being altered will be expected to provide a development site with.. | | | | |
| Council Response | | | | |
| Disagree. All schemes will be expected to contribute to soft landscaping of the Borough as set out in Policy 5.10 of the London Plan. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.42 | Anon | Anon |
| Comments | | | | |
| This policy should be split to have living walls as a separate discussion. A living wall is hard work to make & maintain. It will need an irrigation system & therefore to impose it is better to keep more open as an option in the mix of sustainability. However a living roof is easy to achieve & a sedum roof can be done with very simple irrigation rather than a system & can then be left as very low maintenance with watering only in prolonged drought. Therefore the policy should be that every flat roof on every proposal is a sedum roof or another type of living roof. since the weights of a sedum roof are low, this could also be used as a consequential improvement to existing flat roof unless proven otherwise by the applicant/or design team. Since it is cheap & effective this could be on of the most successful sustainability measures that is imposed in Brent's policy. | | | | |
| Council Response | | | | |
| The London Plan seeks living roofs from major developments and provides more flexibility for London boroughs on smaller schemes. Whilst green roofs undoubtedly have numerous benefits, they can be costly and for smaller developers are likely to be technically challenging. In the context of extensive permitted development rights for extensions which means that there is no obligation on those extending their properties to provide them, a policy that specifically requires them in minor developments in Brent is not considered appropriate and particularly one that focuses on a single solution, e.g. Sedum. However, where promoted by developers/property owners as part of meeting the London Plan 5.10 policy, the Council is likely to view them favourably. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------|-----------------|-----------|----------------------|
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|--|-----------|------|----------------|------|
| Chapter 3: Built Environment | Paragraph | 3.42 | Robert Dunwell | QARA |
| Comments | | | | |
| Although in principle the use of green roofs and living walls is to be encouraged the use of the words “all types and sizes” is seen here as being too prescriptive; alter the sentence so as to not be all encompassing. | | | | |
| Council Response | | | | |
| This has been removed. The London Plan seeks living roofs from major developments and provides more flexibility for London boroughs on smaller schemes. Whilst green roofs undoubtedly have numerous benefits, they can be costly and for smaller developers are likely to be technically challenging. In the context of extensive permitted development rights for extensions which means that there is no obligation on those extending their properties to provide them, a policy that specifically requires them in minor developments in Brent is not considered appropriate and particularly one that focuses on a single solution, e.g. Sedum. However, where promoted by developers/property owners as part of meeting the London Plan 5.10 policy, the Council is likely to view them favourably. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.47 | Robert Dunwell | QARA |
| Comments | | | | |
| This paragraph is far too generalised and needs specific detailed elucidation so as to be applied in the decision of planning applications – suggest another SPD or specific guidance notes. Again as with SPD 17 for example this specific information needs to be issued at least alongside this DDMP (see earlier comments) The use of this “catch-all” phrasing is inappropriate as it side lines the very real issue of structural movement / possible property damage in this changing climatic system. | | | | |
| Council Response | | | | |
| For the sake of brevity the level of detail previously in the document has been removed. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|--------------|-----------------|--------------|----------------------|
| Chapter 3: Built Environment | Public Realm | DMP 12 | Claire Craig | English Heritage |
| Comments | | | | |
| English Heritage appreciates the recognition of heritage in DM Policy 12, but would again encourage the borough to replace references to ‘character’ with ‘significance’ as this is the focus of heritage conservation in the NPPF. | | | | |
| Council Response | | | | |
| Noted. As part of the reduction in size of the document the Heritage policies have been rationalised. Significance is mentioned in Policy 7. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------|--|----------------|----------------------|
| Chapter 3: Built Environment | Public Realm | DMP 12 | Robert Dunwell | QARA |
| Comments | | Council Response | | |
| last sentence – delete “or in Conservation Areas”. Add new sentence, “Likewise in Conservation Areas unless special circumstances apply (e. g. poor reception impacting on general usage availability to the detriment of community amenity, for example). | | The policy has been deleted as it is considered it is sufficiently dealt with through NPPF and NPPG. | | |
| Comments | | | | |
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| Council Response | | | | |
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| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|--------------|-----------------|---------------|----------------------|
| Chapter 3: Built Environment | Public Realm | DMP 12 | Anne Clements | Quintain |

| Comments |
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Policy (g) as drafted is too prescriptive in that it requires advertisements to be ‘located away from road junctions and pedestrian crossing points....’. The critical test should be the at advertisements are not put in locations which give rise to a safety hazard or create a distraction on to road users or pedestrians. This is not necessarily the same as being located ‘away from road junctions and crossing points’. The wording at the beginning of (g) is redundant and the policy wording should be redrafted to require adverts not to be placed in locations where they give rise t o adverse impacts on road safety.

| Council Response |
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Noted. This policy has been removed as it is considered that it is sufficiently dealt with though NPPF and NPPG. Specific guidance on advertisements (for instance in association with Shopfronts) will be produced to supplement the national approach where necessary. The NPPG on Advertisements highlights the following places as locations where advertisements could be a hazard: junctions, roundabouts, pedestrian crossings, on the approach to a low bridge or level crossing or other places where local conditions present traffic hazards.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|--------------|-----------------|---------------------------------|----------------------|
| Chapter 3: Built Environment | Public Realm | DMP12 | Stuart Murray & Jonathan Aubrey | Transport for London |

| Comments |
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This policy makes reference to advertisements ‘being located away from road junctions and pedestrian crossing points where they could cause a hazard to road users or pedestrians’. Whilst a policy which takes the potential public safety impacts of advertising by highways is welcomed, not all advertisements in such locations will pose a hazard. Equally, there is potential for advertisements outside of these locations to be dangerous — for example outside schools. As such, it may be sensible instead to reference the government’s Planning Practice Guidance, which highlights locations where adverts could affect public safety and the types of advertisement that are most likely to do so.

| Council Response |
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Noted. This policy has been removed as it is considered that it is sufficiently dealt with though NPPF and NPPG. Specific guidance on advertisements (for instance in association with Shopfronts) will be produced to supplement the national approach where necessary. The NPPG on Advertisements highlights the following places as locations where advertisements could be a hazard: junctions, roundabouts, pedestrian crossings, on the approach to a low bridge or level crossing or other places where local conditions present traffic hazards.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|--------------|-----------------|----------------------------|----------------------------|
| Chapter 3: Built Environment | Public Realm | DMP 12 | Brent Friends of the Earth | Brent Friends of the Earth |

| Comments |
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This only requires a “Statement “ that safety standards will be met. This should surely be an actual condition of approval and should be subject to annual checks of public exposure. They should not be allowed on school buildings.

| Council Response |
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This policy has been removed as the issue is sufficiently covered by NPPF and NPPG. NPPF 2012 paragraph 45 sets out the information required to justify a proposed development for telecommunications development. This includes *a statement that self-certifies that the cumulative exposure, when operational, will not*

exceed International Commission on non-ionising radiation protections guidelines. Paragraph 46 of the same document states that LPA's should not seek to determine health safeguards if the proposal meets International Commission guidelines for public exposure.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|---------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.62 | Claire Hewitt | N/A |
| Comments | | | | |
| save Rutland Park Mansions from total dereliction...it was built in 1897 and is beautiful Victorian elegance sadly gone to seed..our borough needs these buildings to be cherished.. and what about Kilburn State cinema...mouldering away a grade 11 listed..make it into a mall and let us all enjoy it again in a new configuration...before it crumbles away. | | | | |
| Council Response | | | | |
| To have a building considered for statutory listing an application should be made to English Heritage for the a heritage asset to be added to The National Heritage List for England. The Gaumont State Cinema building is a Grade II* listed building which means it is a particularly important building of more than special interest. Any proposals for this building will need to protect its special character. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|----------|-----------------|--------------|----------------------|
| Chapter 3: Built Environment | Heritage | DMP 13 | Claire Craig | English Heritage |
| Comments | | | | |
| <p>English Heritage welcomes the inclusion of DM Policy 13 concerning heritage. We recommend that the Borough refer to the 'significance' of heritage assets rather than their 'historic value' or 'special character', as this adjustment will better reflect the approach of the NPPF. For example, the NPPF seeks to conserve and enhance the significance of Registered Parks and Gardens of Historic Interest and their settings and this is not fully conveyed by DM Policy 13(i) at present. English Heritage particularly welcomes the reference, in paragraph 3.66, to the Borough's work on developing a more detailed picture of the significance of its Conservation Areas. English Heritage considers that for Development Management Policies to be meaningful, they should amplify existing policy by drawing strongly on the evidence base to provide local nuance. We consider this especially important given the limited nature of the Borough's built heritage resources and we would encourage the Borough to review its site allocations against its heritage assets and consider any additional specific policies that might be required to support development while conserving and enhancing Brent's historic environment. Using Registered Parks and Gardens of Historic Interest as an example again, the Borough may wish to expand DM Policy 13(i) to cover any particular elements of the significance of the London Borough of Brent's Registered Parks and Gardens (and their settings) that have the potential to be adversely affected by inappropriate development.</p> <p>Similarly, English Heritage wishes to advise that the Greater London Archaeological Advisory Service (GLAAS) is currently reviewing and revising London's Archaeological Priority Area system to bring it up to date in terms of information held in the Greater London Historic Environment Record (GLHER) and to enable better understanding of heritage significance, and improved consistency and compliance with the NPPF. We therefore recommend that the Borough work with GLAAS to undertake a review of its Archaeological Priority Areas. This would involve a thorough refinement of the Archaeological Priority Areas and either deleting the Sites of Archaeological Importance or incorporating them within new priority areas. Please contact Sandy Kidd, Principal Adviser of GLAAS to discuss this matter further (Sandy.Kidd@english-heritage.org.uk).</p> <p>In addition, GLAAS recommend that the second sentence of Policy DM 13 h. be amended to read as follows: The council may require a desktop assessment and/or field evaluation to inform planning decisions likely to affect such assets and apply conditions to protect, investigate or better reveal their heritage interest.</p> | | | | |
| Council Response | | | | |
| <p>This policy has been substantially revised. Significance is now addressed.</p> <p>A comprehensive review of Heritage Assets is being undertaken by the Principal Conservation Officer. This will identify and update information on assets so that</p> | | | | |

greater consideration of impact of development can be undertaken.

The Principal Conservation Officer has been in contact with Sandy Kidd and work is progressing on this element of heritage assets.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|----------|-----------------|-----------------|----------------------|
| Chapter 3: Built Environment | Heritage | DMP 13 | Simon Slateford | Fairview Homes |
| Comments | | | | |
| Part a of Policy DM13 states that the Council will "only approve" developments which preserve and/or enhance the character or appearance of a conservation area. Part C states that the Council will "not approve" proposals that would detrimentally affect the setting of conservation areas. The phrasing of parts A and C of DM13 is binary and does not meet the specific requirements of paragraphs 133 and 134 of the NPPF. We therefore request that DM13 is reworded as follows: a. Only approve developments which preserve or enhance the character or appearance of the area, or where harm to the conservation area is outweighed by the public benefits of the scheme. b. Grant permission for demolition of a building or part of a building where it does not positively contribute to the character of an area, or unless the public benefits of the scheme outweigh the harm to the conservation area. The council will only grant permission where a full application has been submitted showing what is to be substituted; c) Not approve proposals which would detrimentally affect their setting , including alterations to the public realm and developments outside of the Conservation Area boundary, unless the harm is outweighed by the public benefits of the scheme. | | | | |
| Council Response | | | | |
| This policy has been substantially revised and does not contain the previous criteria. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|----------|-----------------|-----------|----------------------|
| Chapter 3: Built Environment | Heritage | DMP 13 | N/A | Make Willesden Green |
| Comments | | | | |
| More weight should be given to the preservation of the characteristics of conservation areas within the DMP. The current policy states that a building in a conservation area cannot be demolished unless it is thought to be actively detracting from the look of the conservation area. Nobody could argue this of the current Queensbury building, yet Brent planning officers chose to ignore it when they recommended demolition. The policy should therefore be given more emphasis in order that it is not easily overridden. There should be a formal restriction on the height of buildings within a conservation area. | | | | |
| Council Response | | | | |
| Noted. The policies in the section have been rationalised for the sake of brevity. A generic approach to building heights in conservation areas is not considered appropriate. A programme of review of conservation areas will highlight specific characteristics of the conservation areas that give it its special characteristics. Until that time existing policy and professional judgement will be used to determine the appropriateness of development. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|----------|-----------------|---------------|----------------------|
| Chapter 3: Built Environment | Heritage | DMP 13 | Matt Fielding | N/A |
| Comments | | | | |
| I welcome the policy to protect conservation areas. However, deciding what constitutes "positive contribution to character and appearance" is highly subjective and I would welcome the council to provide further clarity on what this means – which incidentally could also help the planning committee reach decisions easier. I'm not an expert here and would revert to others, but examples could be a) high rise buildings in a conservation area, b) replacement buildings only where they offer a similar architectural design / frontage, c) replacement buildings that consider disability access (as outlined in DMP 9), d) absolute clarity that these standards remain irrespective of how close a development might be to a conservation area boundary (I saw one planning officer during an inspection outlining how close the boundary was for a high rise development in a conservation area, as she outlined other high rise developments in the surrounding area (outside the boundary) – which just seemed to be bordering the realms of impartiality), e) applying at least the same standards to major developments as you would do | | | | |

individual housing. I welcome the point about assessing local views.

I would like to see whether the council will apply a particular weighting to the consultation process (after all – the point is to consider the electorate’s views on issues that matter to them). I heard one councillor say that “only people who complain respond to consultations”, which I hope is not a view that is shared across the council! Moreover, although I recognise that the electorate vote their councillors in to make a difference on their behalf; if the council wants people to be more active in their communities then this is surely one way of showing them they are here to listen to residents views, not just when an election is coming up. After all, you can't have it both ways!!

Council Response

Further guidance will be provided in updated Conservation Area Appraisals and Management Plans to high the specific features that provide a positive contribution to the character and appearance of the areas.

Representations made on planning applications that relate to planning matters are material considerations in the determination of those applications.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|----------|-----------------|----------------|---|
| Chapter 3: Built Environment | Heritage | DMP 13 | Sarah Chaudhry | Property and Projects Department, Brent Council |

Comments

Agree with “k. There is a presumption against the demolition of Locally Listed buildings unless:

- i. significant community benefit can be demonstrated, and
- ii. The replacement building is of at least equal architectural quality to the building it replaces”

Council Response

This section has been revised so that development (which includes demolition) meet a number of criteria.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|----------|-----------------|----------------|----------------------|
| Chapter 3: Built Environment | Heritage | DMP 13 | Robert Dunwell | QARA |

Comments

Conservation Areas, a – Delete the word “preserve”, replace with “do not harm” (Reason: the use of the word preserve is far too prescriptive and can lead to unintended consequences).

Council Response

Disagree. Preserve is set out in statue as the test. Notwithstanding this the policy has been amended and no longer contains preserve.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|------------------------------|-----------|-----------------|-----------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.64 | Dilwyn Chambers | N/A |

Comments

Some years ago the Council suggested that ten of the existing conservation areas should be de-designated, and consulted the residents for approval. There was overwhelming opposition, and the proposal went ahead. It is suggested that some form of legal protection is required in case such attitudes recur. At one time each conservation area had a consultative committee, perhaps they should be introduced to ensure that residents cannot be overruled by Council Officers.

Council Response

The DMP cannot set out guidance for reviewing conservation areas.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------|-----------------|-----------|----------------------|
|---------|---------|-----------------|-----------|----------------------|

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|---|-----------|------|-----------------|-----|
| Chapter 3: Built Environment | Paragraph | 3.68 | Dilwyn Chambers | N/A |
| Comments | | | | |
| In recent years at least four listed buildings have been demolished, most in order to developers. A stronger commitment is required; particularly where they are neglected. | | | | |
| Council Response | | | | |
| Policy on Brent's Heritage Assets has been strengthened. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|--------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.71 | Claire Craig | English Heritage |
| Comments | | | | |
| Sites of Archaeological Importance are listed in Appendix 1 [as revised with GLAAS]. | | | | |
| Council Response | | | | |
| Consideration has been given to where Heritage Assets should be listed. Due to the changing information available, it is considered that reference to the website which will be updated more frequently than the Plan is the most appropriate place. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|--------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.72 | Claire Craig | English Heritage |
| Comments | | | | |
| Where development involving possibly harmful groundwork is proposed within an Archaeological Priority Area, or on any site where information or finds suggest there may be remains, a desktop assessment is required as a minimum, and field evaluation may also be necessary to inform decision-making. The advice of the Greater London Archaeological Advisory Service will be sought on whether groundwork is likely to be harmful bearing in mind the nature of the archaeological interest. | | | | |
| Council Response | | | | |
| Noted reference to the desktop and field evaluation has been added to paragraph 4.30 | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|--------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.73 | Claire Craig | English Heritage |
| Comments | | | | |
| Where the desktop assessment and/or field evaluation suggests that development will have archaeological implications either a preliminary site investigation or a 'watching brief' will be required. The applicant will be required to employ a qualified field archaeologist (If A registered) to undertake the fieldwork, produce an appropriate report and archive. Opportunities will be sought to improve public understanding and appreciation of local archaeological heritage. | | | | |
| Council Response | | | | |
| Reference to field evaluation has been added to 4.30 | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|--------------|----------------------|
| Chapter 3: Built Environment | Paragraph | 3.74 | Claire Craig | English Heritage |
| Comments | | | | |
| Priority will be given to preserving nationally important remains in-situ, applicants should consider this when assessing the development potential of a site. In appropriate cases, the most important archaeological remains and their settings should be permanently preserved which may necessitate redesign of the | | | | |

development or its foundations.

Council Response

Noted, this is set out in NPPF and NPPG as best practice.

Chapter 4: Open Space

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------------|-----------------|----------------|---|
| Chapter 4: Open Space | Overall Chapter | | Sarah Chaudhry | Property & Projects Dept, Brent Council |
| Comments | | | | |
| <p>We would seek that the policy is revised to:</p> <p>Development on other open space will only be allowed in exceptional circumstances including where:</p> <p>c. it provides essential facilities to ensure the function, use and enjoyment of the open space; or</p> <p>d. as part of a wider development proposal there would be equivalent or better open space provision in terms of quantity or quality within the local catchment area.</p> <p>We would argue that fenced off/non accessible areas of open space should not be included (where these have no visual amenity), as we argue these do not have any public value which is the National Planning Policy Framework Definition of Open Space and would argue that these spaces are outwith the GLA's public open space categorisation requirements.</p> <p>Inference to the list of sites of open space, all school sites are not public open space and should be dealt with under other legislations. We request that these are removed from the Open Space of Local Value proposed list.</p> | | | | |
| Council Response | | | | |
| <p>It was considered this policy repeats NPPF paragraph 74. DPDs should add locally relevant policy and not duplicate national policy. Accordingly the policy has been amended to prevent duplication and instead refers to the NPPF in supporting text. Amendments to open space designations have been considered in light of comments.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|--------------------|----------------------|
| Chapter 4: Open Space | Paragraph | 4.2 | Cathleen Munonyedi | N/A |
| Comments | | | | |
| <p>I would advocate cross-referencing the Open Space policies and pre-amble with the adopted All London Green Grid</p> | | | | |
| Council Response | | | | |
| <p>Specific reference has now been added to open space integrating with the existing green infrastructure network. Supporting text clarifies this includes the All London Green Grid.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|------------------|-----------------------|
| Chapter 4: Open Space | Paragraph | 4.3 | Russell Butchers | Canal and River Trust |
| Comments | | | | |
| <p>Additionally, at part 4.30 where it states "Developments should be designed with regard to the guidance set out in Under Lock and Quay: Reducing Criminal Opportunity By Design (British Waterways, 2000)" this should be amended so that it includes reference to the Town and Country Planning Association's Policy Advice Note Inland Waterways (2009). This document should also be referenced within the Evidence Base for policy DMP16.</p> | | | | |

| Council Response | | | | |
|--|--|--|--|--|
| This guidance provides guidance on policy writing. Although useful background for the drafting of this policy, it is not felt necessary to refer developers to the guidance. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|--------------------------|-----------------|---------------|----------------------|
| Chapter 4: Open Space | Protection of Open Space | DMP 14 | Eleri Randall | Environment Agency |

| Comments | | | | |
|--|--|--|--|--|
| We are generally pleased to see the provision of open space in this policy and in particular with regard to mitigating and adapting to climate change. We recommend under paragraph 4.3 any green grid strategy draw upon the All London Green Grid (ALGG) and ALGG Area Frameworks. | | | | |

| Council Response | | | | |
|---|--|--|--|--|
| In taking forward a Green Grid/Green Space Strategy the Council will draw upon the All London Green Grid (ALGG) and ALGG Area Frameworks. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|--------------------------|-----------------|--------------|----------------------|
| Chapter 4: Open Space | Protection of Open Space | DMP 14 | Heidi Clarke | Sport England |

| Comments | | | | |
|--|--|--|--|--|
| The text preceding Policy DMP 14 (Paragraph 4.4) repeats the criteria of Paragraph 74 of the NPPF which is positive, however Sport England recommend that paragraph 4.4 of the Draft policy make it explicit where in the NPPF that the criteria has been taken i.e. Paragraph 74 of the NPPF. Sport England supports Policy DMP14 | | | | |

| Council Response | | | | |
|---|--|--|--|--|
| Agreed. It was considered this policy repeats NPPF paragraph 74. DPDs should add locally relevant policy and not duplicate national policy. Accordingly the policy has been amended to prevent duplication and instead refers to the NPPF in supporting text. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|-----------|-----------------|-----------------|----------------------|
| Chapter 4: Open Space | Paragraph | 4.7 | Dilwyn Chambers | N/A |

| Comments | | | | |
|---|--|--|--|--|
| My understanding is that a decision has not yet been made as to how parks and cemeteries will be managed when they are shortly privatised. An assurance is sought that byelaws will be strongly enforced, as they are not at present. The Council is not a member of the Open Space Society, who are at present considering the legal position if the public are prevented from using sections of parks by being fenced off. Advice could usefully be sought. | | | | |

| Council Response | | | | |
|--|--|--|--|--|
| Comments do not relate to DMP, however, comments will be passed to the Parks Department. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|---|-----------------|---------------|----------------------|
| Chapter 4: Open Space | Enhance Biodiversity & Access to Nature | DMP 15 | Eleri Randall | Environment Agency |

| Comments | | | | |
|--|--|--|--|--|
| We support paragraph 4.22 that developments should be designed with an understanding of their wider context viewing the promotion of nature conservation as integral to the scheme not as an 'add on'. We also support paragraph 4.24 in relation to non-native species. Giant Hogweed is a health and safety issue in public open space as much as an environmental issue and the London Borough of Brent does have a substantial amount of invasive species. | | | | |

| Council Response | | | | |
|------------------|--|--|--|--|
|------------------|--|--|--|--|

Noted.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---|-----------------|----------------------------|----------------------------|
| Chapter 3: Built Environment | Enhancing Biodiversity and Access to Nature | DMP 15 | Brent Friends of the Earth | Brent Friends of the Earth |
| Comments | | | | |
| In DMP 15 we would like some reference in the opening statement as to Brent's Biodiversity Action Plan and its implementation. | | | | |
| Council Response | | | | |
| London Plan Policy 7.19 makes reference to Bio-diversity Action Plans and sufficient reference is made in the policy explanation for DMP8 to Brent Biodiversity Action Plan. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------------|----------------------|
| Chapter 4: Open Space | Paragraph | 4.26 | Dilwyn Chambers | N/A |
| Comments | | | | |
| The Blue Ribbon network is not defined in appendix 4. | | | | |
| Council Response | | | | |
| A clearer definition of Blue Ribbon Network is now included in text. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------------|----------------------|
| Chapter 4: Open Space | Paragraph | 4.26 | Dilwyn Chambers | N/A |
| Comments | | | | |
| A section of the Jubilee Line railway between Kingsbury and Wembley Park appeared at one time to be protected in some way, perhaps there are other examples on railway property other than sidings. | | | | |
| Council Response | | | | |
| Many railway sidings also form wildlife corridors. These are identified on the policies map and will continue to be protected as such. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------------------|----------------------------|
| Chapter 4: Open Space | Paragraph | 4.27 | Brent Friends of the Earth | Brent Friends of the Earth |
| Comments | | | | |
| The para 4.27 suggests that the Plan visualizes improvements through new development and does not mention clearly that action will be taken by the council for the benefit of existing sites. | | | | |
| Council Response | | | | |
| London Plan policy and the Brent's Local Plan seek to protect open space and secure enhancements. London Plan policy 7.18 requires development to contribute to achieving targets in Biodiversity Action Plans. Brent's BAP includes detailed actions for the enhancements of specific sites. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|-----------|-----------------|---------------|----------------------|
| Chapter 4: Open Space | Paragraph | 4.28 | Eleri Randall | Environment Agency |
| Comments | | | | |

In paragraph 4.28 we are pleased to see the six sites identified for improvement however this should not exclude or underestimate allocating much needed resource to existing sites such as the Welsh Harp or the Brent River Corridor as they also require much needed improvements. We would like to see further commitment to a plan to achieve and deliver for the River Brent and its tributaries, with reference to Community Infrastructure Levy (CIL) funding being used to help to achieve outcomes. CIL is referenced in this document in DMP45 paragraph 10.13 to help fund schools but it could also be used for enhancement of biodiversity and for these sites. DMP

Council Response

The 123 list will sets out strategic priorities for CIL, which could include enhancements as set out in the Biodiversity Action Plan.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------------|-----------------|------------------|-----------------------|
| Chapter 4: Open Space | Waterside Development | DMP 16 | Russell Butchers | Canal and River Trust |
| Comments | | | | |
| The Trust welcomes a specific policy relating to waterside development (DMP16). The policy accurately differentiates between the Environment Agency requirement for an 8m buffer zone for rivers and that setbacks for canal side developments are to be established based on an assessment of character and context. The Trust considers that it should be clarified to demonstrate that in some instances no setback from the canal edge will be necessary, for example where the site is located on the offside of the canal (opposite the towpath side) where historically large industrial buildings rose sheer out of the canal. Policy DMP16 also does not make any reference to moorings, be it visitor or residential moorings. There is growing demand for both visitor and residential moorings within the canal network, including the provision of small marinas in appropriate locations. Moorings can add to the vitality and life of the canal whilst also providing a means of improved safety through natural surveillance. The policy should promote the provision of residential and visitor moorings in appropriate locations within the canal network. The Trust suggests that DMP16 could have an additional point f) that states "The Council will support the provision of residential and visitor moorings and facilities in appropriate locations within the canal network." | | | | |
| Council Response | | | | |
| London Plan policy 7.27 includes a requirement to protect and enhance moorings. As the London Plan forms part of the Development Plan the borough does not feel it necessary to repeat this policy. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------------|-----------------|--------------|----------------------|
| Chapter 4: Open Space | Waterside Development | DMP 16 | Claire Craig | English Heritage |
| Comments | | | | |
| English Heritage notes that the Borough's canals and waterways often have heritage significance and we would welcome inclusion of this in DM Policy 16(b) alongside local distinctiveness. | | | | |
| Council Response | | | | |
| The Council has undertaken an assessment of heritage assets along the Grand Union Canal. Structures of significance have been identified for local listing and therefore will be covered under this policy rather than the Waterside Development policy. Parts of the Canal within Park Royal now fall within the Old Oak and Park Royal Development Corporation Area. As Local Planning Authority for this area the OPDC will undertake a similar review with input from English Heritage and Brent Council. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------------|-----------------|---------------|----------------------|
| Chapter 4: Open Space | Waterside Development | DMP 16 | Neil Impiazzi | SEGRO |
| Comments | | | | |
| SEGRO supports the draft policy as worded and broadly supports improved pedestrian and cycle access to river and canal edges, which may be possible | | | | |

subject to land ownership, health & safety and secure by design constraints.

Council Response

Noted.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|-----------------------|-----------------|---------------|----------------------|
| Chapter 4: Open Space | Waterside Development | DMP 16 | Eleri Randall | Environment Agency |

Comments

We are pleased to see naturalisation, restoration and setbacks mentioned in the policy and our requirements for an 8 metre buffer in the supporting text paragraph 4.30.

With policy a 'Proposals for development adjacent to river and canal edges are required to provide an appropriate set-back and appropriate landscaping of the set-back which may include public open space', we have some concern over the use of the words 'appropriate landscaping' as it should allow for habitat enhancement and include native planting with a fair balance between access for people and areas for wildlife.

There should be reference to the Water Framework Directive and its objectives in the policy wording for DMP16. We suggest that an additional point is added to highlight the need for development not to allow deterioration of any of the watercourses or to prevent WFD objectives from being achieved and promoting actions to deliver objectives identified for the water bodies in the London Borough of Brent in the Thames River Basin Management Plan, improving water quality and biodiversity. We would also recommend the supporting text include information on the status of the rivers and why they might be failing to achieve good status and what is needed to improve them. This is information we can guide you through at a meeting.

In paragraph 4.32 there is reference to the London Rivers Action Plan but there should also be reference to the Brent Catchment Partnership as a delivery partnership and the Brent River Corridor Improvement Plan. The plan includes specific objectives and is available from Thames 21

Council Response

Policy wording amended to state development will be required to seek to enhance water quality in accordance with the objectives of the Water Framework Directive. Supporting text has been amended to set out the status of the rivers, why they might be failing to achieve good status and what is needed to improve quality in line with the recommendations of the Thames River Basin Management Plan and Brent River Corridor Improvement Plan, produced by the Brent Catchment Partnership.

Chapter 5: Environmental Protection

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------------------|-------------------|-----------------|---------------|----------------------|
| Chapter 5: Environmental Protection | Noise & Vibration | DMP 17 | Neil Impiazzi | SEGRO |

Comments

SEGRO supports the draft policy as worded, noting that appropriate noise attenuation, screening and design measures can often be successfully implemented to avoid acoustic conflict between employment and noise sensitive land uses.

Council Response

Noted.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-------------------------------------|-------------------|-----------------|-----------|----------------------------------|
| Chapter 5: Environmental Protection | Noise & Vibration | DMP 17 | N/A | Wembley National Stadium Limited |

| Comments | | | | |
|---|--|--|--|--|
| This policy should highlight that this is a particularly important concern in the Wembley area. Noise assessments and a high level of noise attenuation measures will be required as a matter of policy in respect of proposed developments affected by the National Stadium. | | | | |
| Council Response | | | | |
| Noted. Supporting text has been amended to include reference to the National Stadium. In accordance with the proposed policy development sensitive to noise will only be acceptable in proximity to the stadium if appropriate attenuation measures can be demonstrated. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------------|-----------------|---------------|----------------------|
| Chapter 5: Environmental Protection | Noise & Vibration | DMP 17 | Anne Clements | Quintain |
| Comments | | | | |
| There is reference within the Policy to Quiet Areas and then further reference is made in paragraph 5.11 to the identification of new Quiet Areas across the Borough. A number of areas currently considered to be Quiet Areas is listed and Quintain consultation to designate additional Areas. | | | | |
| Council Response | | | | |
| Noted. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 5: Environmental Protection | Paragraph | 5.12 | Anon | Anon |
| Comments | | | | |
| Brent has done little to reduce air pollution, other than planting a few trees. The air stinks. There has been no advertising of car clubs, no push to get people out of their cars and onto public transport. Brent has not been helpful, until very recently, with one of the car clubs in Brent, City Car Club. Brent was actually delaying allocating permits/bays for City Car Club, hence there is exactly one car to rent in Sudbury. The 182 bus is unmodernised and even when there is air conditioning available on buses on hot days the drivers rarely put it on, preferring to let travellers be uncomfortable on public transport. On Event days, which don't benefit the residents of Wembley at all, our air quality gets worse as for some unknown reason traffic gets worse. Why? There should be no available parking for private cars around the stadium. | | | | |
| Council Response | | | | |
| Brent Council has an adopted Air Quality Action Plan which sets out the measures the Council is taking to improve air quality. Policies in the transport chapter promote a modal shift to non-car modes, or where this is not possible car clubs. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|------------|-----------------|----------------------------|----------------------------|
| Chapter 5: Environm Protection | Low Carbon | DMP 18 | Brent Friends of the Earth | Brent Friends of the Earth |
| Comments | | | | |
| No mention is made of what is probably the only way that Brent's air quality can be significantly improved, i.e. by extending the Low Emission zone. While this is a matter for the GLA we believe Brent should consider including in the policy statement the need for such a zone within Brent and expressing support for any extension of the existing zone | | | | |
| Council Response | | | | |
| The Development Management Policies are detailed policies to be used in determining planning applications. The policies cannot influence the extent of the Low | | | | |

Emission Zone, however, the Council will engage with the GLA in proposals to extend the zone.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|------------|-----------------|----------------------------|----------------------------|
| Chapter 5: Environm Protection | Low Carbon | DMP 18 | Brent Friends of the Earth | Brent Friends of the Earth |
| Comments | | | | |
| No mention is made of what is probably the only way that Brent's air quality can be significantly improved, i.e. by extending the Low Emission zone. While this is a matter for the GLA we believe that Brent should consider including in the policy statement the need for such a zone within Brent and expressing support for any extension of the existing zone. | | | | |
| Council Response | | | | |
| The Development Management Policies are detailed policies to be used in determining planning applications. The policies cannot influence the extent of the Low Emission Zone, however, the Council will engage with the GLA in proposals to extend the zone. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------|-----------------|----------------|---|
| Chapter 5: Environmental Prote | Air Quality | DMP 18 | Sarah Chaudhry | Property & Projects Dept, Brent Council |
| Comments | | | | |
| Policy currently states that "Development likely to be used by people vulnerable to poor air quality should not be located in areas with existing very poor air quality, such as adjacent to the North Circular Road or other locations where air pollution is a recognised problem." The Bridge Park development is beside the North Circular – would seek assurances that Bridge Park is recognised as being suitable for development including hotel, housing, retail and leisure centre. | | | | |
| Council Response | | | | |
| Bridge Park is allocated for mixed-use development including residential. In accordance with London Plan policy 7.14 development proposals in AQMAs, such as Bridge Park, should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality such as by design solutions, buffer zones or steps to promote greater use of sustainable modes through travel plans. Policy wording amended to be consistent with the London Plan. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 5: Environmental Protection | Paragraph | 5.18 | Anon | Anon |
| Comments | | | | |
| Brent Council did not meet its last Air Quality Action Plan so it was extended for another year. That's hardly the sign of a council committed to improving air quality. | | | | |
| Council Response | | | | |
| Brent Council's Air Quality Action Plan is continually monitored and reviewed. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--------------------------------|-----------|-----------------|---------------|----------------------|
| Chapter 5: Environmental Prote | Paragraph | 5.18 | Anne Clements | Quintain |
| Comments | | | | |

It is presumed that the salmon pink colour sets out the extents of the AQMA but it would be helpful if this could be confirmed in the reference to Map 2 in paragraph 5.18.

Council Response

Noted reference added.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------------|------------------|---------------|----------------------|
| Chapter 5: Environmental Prote | Contaminated Land | DMP 19 | Eleri Randall | Environment Agency |
| Comments | | Council Response | | |
| | | | | |
| Comments | | | | |
| In addition to the maps included, we would expect to see reference to or a map indicating Source Protection Zones 1 and 2 within the London Borough of Brent. Our Groundwater Protection: Principles and practice publication (GP3) https://www.gov.uk/government/publications/groundwater-protection-principles-and-practice-gp3 includes advice and position statements on the appropriateness of certain uses within these zones. It would be useful to mention in the justification text that certain uses may not be suitable within areas which are particularly sensitive to land contamination. Preliminary Risk Assessment (PRA) will be a required to be submitted with a planning application for sites which have the potential to be contaminated. PRAs are something we expect to see submitted with planning applications where there is a potential, or known risk of land contamination and we will often object if one has not been provided. The PRA needs to include information on past and current uses, if sensitive controlled waters receptors are present and if the site could pose a pollution risk. The PRA should also consider if any aspects of the proposed development could pose a pollution risk should contamination be present (i.e. deep drilling to facilitate the installation of foundation piles, site drainage). Further work such as an intrusive site investigation may be required depending on the findings of the PRA. | | | | |
| Council Response | | | | |
| Reference to Preliminary Risk Assessments has been added to supporting text. There are no designated Groundwater Source Protection Zones within the Borough of Brent. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------|-----------------|-----------------|----------------------|
| Chapter 5: Environmental Protection | Air Quality | DMP 19 | Dilwyn Chambers | N/A |
| Comments | | | | |
| Accepting that provision to park a car will result in a car being parked and that car will be used, a deduction in air quality will result. This is predictable. There appears to be no commitment elsewhere to reduce car use. | | | | |
| Council Response | | | | |
| Policies in the transport chapter encourage the use of sustainable modes over cars, and seek to limit car parking to what is reasonably required. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--------------------------------|--------------------------------------|------------------|---------------|----------------------|
| Chapter 5: Environmental Prote | New Developms in Areas of Flood Risk | DMP 20 | Eleri Randall | Environment Agency |
| Comments | | Council Response | | |
| | | | | |
| Comments | | | | |

We have some concern over the lack of detail in this policy. Every development has ‘the potential’ to increase flood risk and therefore we suggest the change of wording to ‘Any development that contributes to flood risk (individually or cumulatively) will be resisted.’ However further detail is required here on how this will be achieved. The policy currently isn’t robust enough in assisting in reducing and mitigating flood risk in the London Borough of Brent as it isn’t going further or beyond the requirements in the National Planning Policy Framework.

The second part of the policy we also found unclear, as it is suggesting that if a site failed the sequential test flood resilience is required. The wording is not clear with regard to applying the Exceptions Test. There are Flood Risk Assessment requirements for safe development as well as safe access. Recommendations from your Strategic Flood Risk Assessment should be reflected here as well as aims in reducing flood risk, applying the sequential approach on site and protecting flood storage areas. We would also be happy to discuss this in more detail at a meeting.

Council Response

Text has been amended to provide greater clarity on the requirements of the NPPF and planning practice guidance. Specific reference to the recommendations of the SFRA and how this should inform site-based FRA has also been incorporated.

| | | | | |
|---|-----------|------|----------------|------|
| Chapter 5: Environm Protection | Paragraph | 5.26 | Robert Dunwell | QARA |
| Comments | | | | |
| 2nd sentence – Replace “hard surfaces” with “non porous hard surfaces”. | | | | |
| Council Response | | | | |
| This section has been reworded. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|--------------------------------------|-----------------|-------------------------|----------------------|
| Chapter 5: Environmental Protection | New Developms in Areas of Flood Risk | DMP 20 | Chris Colloff (Savills) | Thames Water |
| Comments | | | | |
| The reference within the supporting text to requiring all known sources of flooding, including sewer flooding, is supportive. However, new development which is not within the fluvial flood plain and which covers an area of less than 1 hectare could result in sewer flooding either on or off site if there is insufficient capacity within the existing sewerage network for any additional flows. This emphasises the importance of the additional proposed policy set out above. With respect to basement development, Part H of the building regulations recognises and Thames Water seeks to underline, the importance of the potential risk of basement flooding. For any basement development developers should be required to install suitable devices to prevent surcharge from the public sewer entering the basement this is often achieved by using positively pumped devices. | | | | |
| Council Response | | | | |
| It is considered the proposed policy repeats London Plan policy 5.14 Water Quality and Wastewater Infrastructure. The London Plan forms part of Brent's Development Plan, and therefore this policy is a material consideration in determining planning applications. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 5: Environm Protection | Paragraph | 5.29 | Robert Dunwell | QARA |
| Comments | | | | |
| New Paragraph, say 5.30, that address the risk of pluvial flooding i.e. ground source (as para. 5.29 relates to fluvial flooding). In certain parts of the Borough this is becoming problematic – I can give specific details and methods of mitigation if required). | | | | |

| Council Response | | | | |
|--|--|--|--|--|
| DMP contains a specific section on surface water (pluvial) flooding. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------------------|---------------|-----------------|---------------|----------------------|
| Chapter 5: Environment Protection | Surface Water | DMP 21 | Eleri Randall | Environment Agency |

| Comments | Council Response |
|----------|------------------|
| | |

| Comments |
|--|
| <p>We are pleased that SuDS and Greenfield runoff rates feature in this policy. We support the policy that development proposals on sites over 0.5 hectare should meet Greenfield runoff rates, however you must ensure that you as the Lead Local Flood Authority (LLFA) are set up to review these applications, as the Environment Agency will only review surface water on sites over 1 ha. As the LLFA, it is for you to decide what is appropriate and if local exceptions apply, for example any Critical Drainage Areas identified in your SWMP could have the requirement for SuDS to be part of all development. You should also clarify if it is undeveloped or developed sites that should achieve Greenfield undeveloped rates or both. We were happy to see both the Strategic Flood Risk Assessment and the Surface Water Management Plan referred to in the supporting text, we recommend you discuss any outputs or recommendations for Development Management policies from the SWMP with your colleague Hash Patel if you are not already doing so. We would expect the role of the London Borough of Brent as the LLFA to be identified as well as the SuDS Approval Body in the supporting text paragraph 5.33. It is critical in helping towards sustainable management of localised surface water flooding. This role will help the London Borough of Brent to be more resilient to future flood events and potential increased risks associated with climate change. As the LLFA there is an obligation for you to lead on Flood Defence consenting for ordinary watercourses and to ensure all works are compliant with the objectives of the Water Framework Directive, i.e. to prevent deterioration and to help progress heavily modified water bodies towards Good Ecological Potential so that they achieve this goal by 2027. Furthermore, for any works on main rivers, Flood Defence consents are issued by the Environment Agency however there is similarly an obligation for the Local Planning Authority to ensure that any developments affecting the river channel or riparian corridor also complies with WFD objectives (unless adequate justification is provided to satisfy WFD Article 4.7). We would also expect to see policies with aspirations towards deculverting, there should be some guidance as to the line you as the LLFA will take on deculverting Ordinary Watercourses with a commitment to deculvert watercourses or an investigation into the feasibility. Also more detailed guidance on Critical Drainage Areas and what the LLFA would expect to see in relation to Ordinary Watercourses.</p> |

| Council Response |
|--|
| The policy has been amended to reflect changes introduced on 6 April 2015 in relation to SuDS and the establishment of lead local flood authorities. Policy on the naturalisation of the blue ribbon network is contained in DMP policy on Waterside Development . |

Chapter 6: Sustainability

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------------|-----------|-----------------|----------------------------|--------------------------|
| Chapter 6: Sustainability | Paragraph | 6.1 | Stuart Murray & Jon Aubrey | Greater London Authority |

| Comments |
|--|
| This paragraph lack clarity and would benefit from redrafting. |

| Council Response |
|------------------------|
| Redrafted for clarity. |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------------------|----------------------------|
| Chapter 6: Sustainability | Paragraph | 6.3 | Brent Friends of the Earth | Brent Friends of the Earth |
| Comments | | | | |
| refers to a combined Heat and Power Plant (CHP) to be provided in Wembley which is subsequently described as having approximately 30% lower emissions than would occur with separate generation of heat and electricity. While this statement may be correct the emissions from the generation of electricity depends entirely on the technology of the power unit and with some systems emissions could contain not only significant CO2 levels but also potentially toxic emissions and so would certainly not be suitable in a built up area | | | | |
| Council Response | | | | |
| Noted. 30% is an approximate figure taken from evidence in the London District Heating Manual. In addition to promoting CHP the London Plan Policy 5.2 sets requirements for reducing carbon dioxide emissions, and policy 7.14 requires development to be at least air quality neutral. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------------------|--------------------------|
| Chapter 6: Sustainability | Paragraph | 6.3 and 6.4 | Stuart Murray & Jon Aubrey | Greater London Authority |
| Comments | | | | |
| More guidance is needed as to whether decentralised energy or micro generation takes priority. Micro generation is discussed in the context of renewables. This could be confusing because gas-fired micro CHP exist and it is not renewable. | | | | |
| <ul style="list-style-type: none"> • Allowable solutions requires its own paragraph, its inclusion in section 6.4 could lead the reader to assume it relates to micro/renewables in some way. | | | | |
| Council Response | | | | |
| The chapter has been restructured for clarity. Reference to micro-generation has been replaced with renewables. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------------------------------|-----------------|----------------------------|----------------------------|
| Chapter 6: Sustainability | Renewables and Decentralised Energy | DMP 22 | Brent Friends of the Earth | Brent Friends of the Earth |
| Comments | | | | |
| There is no clear reference to renewable energy, Item c only refers to on-site micro-generation. We suggest that reference be made to “renewable energy systems notably solar panels incorporating on-site micro-generation”. | | | | |
| Council Response | | | | |
| London Plan Policy 5.7, forming part of the Development Plan, requires major development proposals to provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------------------------------|-----------------|--------------|----------------------|
| Chapter 6: Sustainability | Renewables and Decentralised Energy | DMP 22 | Claire Craig | English Heritage |
| Comments | | | | |
| In relation to DM Policy 22 concerning Renewables and Decentralised Energy, English Heritage welcomes the focus on connecting to renewable energy systems as this can be the optimal way of retrofitting historic buildings. English Heritage requests that buildings with heritage significance be encouraged to adopt our ‘Whole House Approach’ to retrofitting as research has shown that the government’s ambitions for carbon reduction in the built environment can be achieved | | | | |

through low impact measures for historic buildings. English Heritage has undertaken a wide range of research into retrofitting which can be accessed at www.english-heritage.org.uk/your-home/saving-energy/ . We request that this policy (rather than simply the supporting paragraphs) identify that a specific approach is necessary to historic buildings to ensure that both elements of sustainability (i.e. carbon reduction and heritage conservation) are achieved. As the policy stands at paragraph c, it could encourage people to take an approach that is inappropriate and ultimately unsustainable due to the way it adversely impacts on heritage significance.

Council Response

The Council will apply London Plan Policy 5.7, forming part of the Development Plan, which requires major development proposals to provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. Where it is proposed to install renewable energy systems on buildings of heritage significance, proposals will be assessed against relevant policy in the NPPF and Built Environment chapter of the DMP.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------------|-------------------------------------|-----------------|----------------------------|--------------------------|
| Chapter 6: Sustainability | Renewables and Decentralised Energy | DMP 22 | Stuart Murray & Jon Aubrey | Greater London Authority |

Comments

The sustainability policies are particularly focused on decentralised energy with little regard to energy efficiency. The energy hierarchy that is specified in Policy 5.2 of the London Plan should be referred to. The hierarchy places energy efficiency before decentralised energy. 10. Policies should seek to maximise energy efficiency measures onsite for new developments. The Mayor's 'best practice', as set out in the Sustainable Design and Construction SPG 2014, is that developers should aim to achieve Part L 2013 Building Regulations requirements through design and energy efficiency alone, as far as is practical. It is suggested that the title be change from 'Renewables and Decentralised Energy' to 'Decentralised Energy and Renewables' to reflect the energy hierarchy.

- In part (a. UI.) CHP should be considered after discounting all other options.
- In part (b). the term 'micro-gen' is confusing, should this be renewables?

Council Response

The policy has been removed as it repeats London Plan Policy 5.2. Instead London Plan policy is cross referenced in supporting text. Clarification is included on the hierarchy and how it should be applied. Micro-generation has been replaced with renewables.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------------|-------------------------------------|-----------------|---------------|--------------------------|
| Chapter 6: Sustainability | Renewables and Decentralised Energy | DMP 22 | James Stevens | Home Builders Federation |

Comments

We recommend that the Council considers the outcome of the Government's Housing Standards Review and accompanying Ministerial Statement of the 13 March 2014 and its Allowable Solutions consultation. This policy is unlikely to be conformity with the Government's emerging thinking on how applicants can meet the energy efficiency targets under Part L of the Building Regulations. The precise manner in which the relevant energy efficiency targets are met will be a matter for the developer to determine. This is unlikely to be a planning matter. Part B of the policy cannot prescribe that developments are 'required to maximise opportunities for incorporating on-site micro-generation'. The method an applicant chooses to meet the Building Regulations is a matter for him/her to decide. S/he may decide that the most appropriate and cost effective way to achieve the mandatory requirements for energy efficiency is through a combination of fabric efficiency and decentralised energy. The Council cannot prescribe this.

Council Response

The Council disagrees. London Plan policy, to which the DMP conforms with, sets out the Mayor's approach to achieving energy efficiency targets and establishes the energy hierarchy. The GLA are taking forward amendments to London Plan Policy 5.2 to take into account Allowable Solutions, but in all other

respects the policies are in conformity with the new technical standards. However, in light of amendments to London Plan policy 5.2 which in the first instance directs Allowable Solutions to the local area, it is no longer felt necessary for the Council to progress a separate Allowable Solutions policy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------------------------------|-----------------|---------------|----------------------|
| Chapter 6: Sustainability | Renewables and Decentralised Energy | DMP 22 | Neil Impiazzo | SEGRO |
| Comments | | | | |
| <p>We refer to the recent Wembley Area Action Plan proposed main modification reference PMM15, consulted on in May and June 2014. Following the Inspector's Examination Hearing Sessions in March 2014, the word "must" has been replaced with "should" in terms of green roof and green wall provision. Draft policy DMP22 is similar to the pre-modification Wembley Area Action Plan draft policy in making it a requirement for applicants to use decentralised energy and to maximise opportunities for on-site micro-generation. SEGRO takes sustainable design in development and climate change very seriously and has a corporate design objective to aim for BREEAM Excellent and achieve a minimum rating of Very Good on all new build development. Making it a policy requirement rather than an aim, to deliver particular design measures or adopt particular strategies, can have unintended negative consequences in terms on preventing project initiation, implementation and occupation of development. Aside from cost and viability, policy DMP 22(iii) appears to be implying that developers should become energy producers and suppliers by developing a Shared Heating Network themselves, which is not their core business and is therefore unacceptable. SEGRO has experience of accommodating decentralised energy and district heating systems within its developments in London. We have found that there are very significant issues for investors and occupiers which must be addressed in order for a project to proceed. In particular, there must be a guaranteed, reliable, cost-efficient energy system for proposed buildings. It is therefore essential that developments come complete with their own systems rather than being required to rely only on common energy sources, which are less reliable. Anything less than this would result in a project not proceeding. Subject to viability, SEGRO would be prepared to install ducting to future proof buildings and enable a customer, at their discretion, to connect in the future.</p> | | | | |
| Council Response | | | | |
| <p>The policy has been removed as it duplicates London Plan Policy 5.6. Instead London Plan policy is cross referenced. Supporting text amended to conform with the approach set out in the Mayor's The London Heat Network Manual (2014), GLA.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------------------------------|-----------------|------------|-------------------------------|
| Chapter 6: Sustainability | Renewables and Decentralised Energy | DMP 22 | Alun Evans | CgMS on behalf of Shurgard UK |
| Comments | | | | |
| <p>The recent Wembley Area Action Plan (WAAP) proposed main modification reference PMM15, consulted on in May and June 2014 following the Inspector's Examination Hearing Sessions in March 2014, confirms the word 'must' has been replaced with 'should' in terms of green roof and green wall provision. Emerging Policy DMP 22 fails to reflect the guidance from the Inspector in respect of the WAAP Draft policy DMP22 is similar to the pre-modification Wembley Area Action Plan draft policy in making it a requirement for applicants to use decentralised energy; to maximise opportunities for on-site micro-generation; and to incorporate green walls /roofs.</p> <p>The viability implications of sustainable design are required to be addressed. Making it a policy requirement, rather than an aim, to deliver particular design measures or adopt particular strategies, is inconsistent with the NPPF Paragraph 21 and therefore cannot be considered 'sound'. A more flexible policy wording is therefore required to address this matter.</p> | | | | |
| Council Response | | | | |
| <p>The policy has been removed as it duplicates London Plan Policy 5.6 Decentralised Energy in Development Proposals and 5.7 Renewable Energy. Instead London Plan policy is cross referenced.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------------------------------|-----------------|---------------|----------------------|
| Chapter 6: Sustainability | Renewables and Decentralised Energy | DMP 22 | Anne Clements | Quintain |
| Comments | | | | |
| As drafted the text of the policy and the supporting paragraphs (6.7, 6.9 and 6.10 in particular) suggest that a developer providing a decentralised or primary shared energy network should also make provision for future connection, including by third parties. This, if intended, is unacceptable, since it burdens the primary developer with unnecessary costs and land take above and beyond the costs of its own development. Further any contributions for connection are proposed to be paid to Brent Council in addition to any CIL liability (paragraph 6.9). Quintain requests the opportunity to understand the Council's intentions in this regard and to comment further. For example, it would seem sensible that any funds collected by the Council pursuant to the Allowable Solutions set out later in the document should be directed towards supporting the costs of a net work provided by the primary developer where it is facilitating connection by third parties. The Council's intentions for small residential developments with regard to micro-generation should also be clarified. The text of DMP22 (b) as drafted suggests an expense on development which could prohibit housing delivery and particularly affordable housing. | | | | |
| Council Response | | | | |
| Chapter revised to reflect policy requirements in the adopted London Plan and London Heat Network Manual, April 2014. The Manual sets out the approach to connecting to an existing and future heat network. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------------------------------|-----------------|----------------|----------------------|
| Chapter 6: Sustainability | Renewables and Decentralised Energy | DMP 22 | Robert Dunwell | QARA |
| Comments | | | | |
| Delete "all". As is, is far too prescriptive / punitive). | | | | |
| Council Response | | | | |
| Text amended. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------------------|--------------------------|
| Chapter 6: Sustainability | Paragraph | 6.7 | Stuart Murray & Jon Aubrey | Greater London Authority |
| Comments | | | | |
| The reference to the District Heating Manual for London (CLA, 2013) should be changed to 'The London Heat Network Manual, April 2014', here and elsewhere in this chapter. <ul style="list-style-type: none"> • Should reference be made to the need for an 'Energy Master Plan' for those major developments such as Wembley and South Kilburn? The sentence later on hints at this. Where a major development is proposed in an area.. • Reference should be made to EMPs where these exist. • Please add the word 'feasible in '...not technically feasible or ..." | | | | |
| Council Response | | | | |
| Reference has been updated to The London Heat Network Manual, April 2014. Reference to existing Energy Masterplans has been included. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------|-----------------|-----------|----------------------|
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| | | | | |
|---|-----------|-----|---------------|--------------------------|
| Chapter 6: Sustainability | Paragraph | 6.7 | James Stevens | Home Builders Federation |
| Comments | | | | |
| Secondly we note in paragraph 6.7 the requirement of the Council that applicants will provide a 'detailed feasibility statement' to establish the technical and economic feasibility of connecting to Decentralised Energy Networks (DEN). The Council cannot require this because the most appropriate method by which an applicant chooses to meet the energy efficiency targets under the Building Regulations will be a matter for him/her to decide. This will no longer a planning matter. Nevertheless, if the Council insists on such feasibility assessments it will need to factor the cost of this into its local plan viability assessment. | | | | |
| Council Response | | | | |
| Chapter revised to reflect policy requirements in the adopted London Plan and London Heat Network Manual, April 2014. The GLA are taking forward amendments to London Plan Policy 5.2 to ensure conformity with the new technical standards. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------------------|--------------------------|
| Chapter 6: Sustainability | Paragraph | 6.9 | Stuart Murray & Jon Aubrey | Greater London Authority |
| Comments | | | | |
| This section lacks clarity, it could allow developers to never install CHP and instead take the 'buy-out' option? The London Heat Network Manual provides planning guidance on this issue. | | | | |
| Council Response | | | | |
| Reference has been updated to The London Heat Network Manual, April 2014. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|---------------|--------------------------|
| Chapter 6: Sustainability | Paragraph | 6.9 | James Stevens | Home Builders Federation |
| Comments | | | | |
| Paragraph 6.9 refers to a requirement for applicants to make a contribution towards the connection cost which will be secured through a legal agreement (in addition to any CIL liability). For these reasons described above, the Council cannot demand such a contribution enforced through a legal agreement, because it cannot insist that developers use DEN to meet the Building Regulations. Secondly, if the Council insists on such a contribution, it will need to include the cost of doing so in its local plan viability assessment. | | | | |
| Council Response | | | | |
| Chapter revised to reflect requirements in the adopted London Heat Network Manual, April 2014. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|------------------|----------------|----------------------|
| Chapter 6: Sustainability | Paragraph | 6.15 | Robert Dunwell | QARA |
| Comments | | Council Response | | |
| | | | | |
| Comments | | | | |
| 1st sentence – Delete “all” (reason : far too prescriptive / punitive as is. | | | | |
| Council Response | | | | |
| Text redrafted. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------|-----------------|-----------|----------------------|
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| | | | | |
|--|-------------------------|--------|----------------------------|--------------------------|
| Chapter 6: Sustainability | Overheating and Cooling | DMP 23 | Stuart Murray & Jon Aubrey | Greater London Authority |
| Comments | | | | |
| Part 1. '...heat generation...' Does this mean 'heat loss' or 'heat demand'? • Part 2. Please replace'.. .entering...' with '...gain in...'. | | | | |
| Council Response | | | | |
| Redrafted for clarity. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------|------------------|---------------|--------------------------|
| Chapter 6: Sustainability | Allowable Solutions | DMP 24 | James Stevens | Home Builders Federation |
| Comments | | Council Response | | |
| | | | | |
| Comments | | | | |
| <p>The policy is not in conformity with the Government’s thinking on how ‘allowable solutions’ can be delivered. The policy is contrary to national policy since it is too prescriptive in how Allowable Solutions can be provided. The policy is too prescriptive. The policy which requires that developers pay a contribution to Brent is not compliant with Government policy. We refer to the DCLG consultation document Next steps to zero carbon homes – Allowable Solutions: Government response and summary of responses to the consultation published in July 2014. This sets out the Government’s approach to Allowable Solutions and how this will be discharged. We refer to page 6. The Government has decided that house builders will have a choice of four routes to deliver the remaining carbon abatement above the onsite minimum level required by the Building Regulations from 2016 (see chapter 6). One option includes contracting with a third party to deliver carbon abatement measures sufficient to meet the zero carbon obligation, but it does not say that applicants have to pay into a local authority scheme. Applicants cannot be compelled down this route. Developers will also be allowed to deliver Allowable Solutions through a combination of the four options. How Allowable Solutions are delivered, therefore, is a matter for the developer to decide, not the Council. The policy cannot require applicants to demonstrate that ‘all feasible carbon reduction measures will be implemented on site’. Firstly, the most appropriate and cost effective route to meeting the Building Regulations is a matter for the applicant to decide. Secondly, the phrase ‘all feasible’ is vague. It is not clear what might constitute ‘all feasible’ avenues. There is a danger that it could be interpreted unreasonably and arbitrarily by the Council. The NPPF requires that local plan policies provide a clear indication of how decision makers should react to a development proposal (paragraph 154).</p> <p>The policy should be deleted. The supporting text in paragraph 6.18 should be re-drafted to include the following: The Council will establish and operate a fund that developers can choose to pay-into to assist them in meeting the energy efficiency standards in the Building Regulations. Supporting paragraph 6.19 should be deleted since London Plan policy 5.2 no longer conforms to Government policy.</p> | | | | |
| Council Response | | | | |
| <p>Chapter revised to reflect policy requirements in the adopted London Plan and London Heat Network Manual, April 2014. The GLA are taking forward amendments to London Plan Policy 5.2 to ensure conformity with the new technical standards and provide guidance on the implementation of allowable solutions.</p> | | | | |

Chapter 7: Transport

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------|-----------------|-----------|----------------------------------|
| Chapter 7: Transport | All Policies | | N/A | Wembley National Stadium Limited |
| Comments | | | | |
| Any new development application in the Wembley area will need to acknowledge and work within the approved transport operations plan for Wembley Stadium. | | | | |

On Event Days, there are various transport management measures in place, including local road closures, frequent changes to the direction of traffic flow and wider on-street parking enforcement. There are also specific strategies in place to promote a high level of use of the three Wembley stations and high levels of pedestrian flows. These transport operation requirements, as approved by London Borough of Brent, will continue to be used by Wembley Stadium as part of its future business needs and should be fully accommodated. Accordingly we request that DMP25 and DMP26 are amended to superficially provide, as a matter of planning policy, that any new development application in the Wembley Area will need to acknowledge and work within the approved transport operations plan for Wembley Stadium.

Council Response

Whilst understanding the reasoning behind this approach, in practical terms its application is likely to be limited in impact due to their ability to not be applied retrospectively. Developments within the vicinity of Wembley Stadium are for the most part likely to be within the Wembley AAP with low levels of parking provision and primarily hotel or residential based, or reliant on public chargeable parking, e.g. Wembley LDO.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|--------------|-----------------|-----------|----------------------------------|
| Chapter 7: Transport | All Policies | | N/A | Wembley National Stadium Limited |

Comments

Any new development application in the Wembley area will need to acknowledge and work within the approved transport operations plan for Wembley Stadium. On Event Days, there are various transport management measures in place, including local road closures, frequent changes to the direction of traffic flow and wider on-street parking enforcement. There are also specific strategies in place to promote a high level of use of the three Wembley stations and high levels of pedestrian flows. These transport operation requirements, as approved by London Borough of Brent, will continue to be used by Wembley Stadium as part of its future business needs and should be fully accommodated. Accordingly we request that DMP25 and DMP26 are amended to superficially provide, as a matter of planning policy, that any new development application in the Wembley Area will need to acknowledge and work within the approved transport operations plan for Wembley Stadium.

Council Response

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| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|--------------|-----------------|-----------|----------------------------------|
| Chapter 7: Transport | All Policies | | N/A | Wembley National Stadium Limited |

Comments

Any new development application in the Wembley area will need to acknowledge and work within the approved transport operations plan for Wembley Stadium. On Event Days, there are various transport management measures in place, including local road closures, frequent changes to the direction of traffic flow and wider on-street parking enforcement. There are also specific strategies in place to promote a high level of use of the three Wembley stations and high levels of pedestrian flows. These transport operation requirements, as approved by London Borough of Brent, will continue to be used by Wembley Stadium as part of its future business needs and should be fully accommodated. Accordingly we request that DMP25 and DMP26 are amended to superficially provide, as a matter of planning policy, that any new development application in the Wembley Area will need to acknowledge and work within the approved transport operations plan for Wembley Stadium.

Council Response

Whilst understanding the reasoning behind this approach, in practical terms its application is likely to be limited in impact due to their ability to not be applied retrospectively. Developments within the vicinity of Wembley Stadium are for the most part likely to be within the Wembley AAP with low levels of parking

provision and primarily hotel or residential based, or reliant on public chargeable parking, e.g. Wembley LDO.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.1 | Robert Dunwell | QARA |
| Comments | | | | |
| 3rd bullet point – delete reference to “reducing car parking standards for growth areas because of their relative accessibility” as being unfair and punitive to the existing residents and their existing properties / sites. Applying this draft proposal to new build developments will also detrimentally impinge upon existing residents and their ability of parking on street without having controlled Parking i.e. CPZ imposed. | | | | |
| Council Response | | | | |
| It is not agree that this is the case. It makes sense to reduce standards where a co-ordinated approach to travel planning on major developments occurs which will also present the opportunity to reduce parking standards and provide alternatives to private car ownership such as through car clubs. The bullet point in any case has been removed through the restructuring of the document. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.3 | Dilwyn Chambers | N/A |
| Comments | | | | |
| In summary: Cost is also a factor in determining the use of sustainable transport modes. Bus routes are increasing, but their length decreasing. Payment in cash is now refused. The Council makes no attempt to reduce adverse effects on bus or transport passengers, whilst making considerable efforts to increase the convenience for car users. | | | | |
| Council Response | | | | |
| Noted however the DMP cannot influence the cost of public transport, or how payments are made. The Council continues to regularly engage with Transport for London and London Buses to ensure the borough is well served by public transport. Disagree that the Council favours car users. The DMP transport policies seek to promote sustainable modes and limit car use. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 7: Transport | Paragraph | 7.3 | Anon | Anon |
| Comments | | | | |
| If car ownership has decreased it's no thanks to Brent, who does not promote car clubs and is actually obstructive towards them, delaying giving out permits/bays. Recent new build blocks in Sudbury have no allocated car club bays, despite legislation that this should happen. The most effective advertising of car clubs in Brent is to have the cars available within sight of everyone, not miles away. It takes me 40 minutes to access a car from my car club, in a neighbouring borough. | | | | |
| Council Response | | | | |
| The purpose of the Development Management Policies consultation is to seek views on merging planning policies. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------------------------|-----------------|---------------|----------------------|
| Chapter 7: Transport | Transport implications of new develt | DMP 25 | Anne Clements | Quintain |
| Comments | | | | |
| The second paragraph under ‘Transport Assessment’ could be interpreted as being more onerous than the similar test set out in the last bullet point of | | | | |

Paragraph 32 of the NPPF. The policy should be reworded to make clear that development should only be prevented on transport grounds where the 'residual cumulative impacts of development are severe'.

Council Response

This policy has been removed as the issue is sufficiently covered by policies within the London Plan and the NPPF.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|---------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.10 and 7.11 | Anne Clements | Quintain |
| Comments | | | | |
| It should be made clear for consideration whether it is the Council's intention that contributions sought to mitigate the impacts of a specific development are drawn from CIL contributions or otherwise. In particular, the penultimate bullet point of paragraph 7.11 states that such highway improvements can be '...not necessarily restricted to the immediate development area....'. Whilst this may be a desire, the policy needs to be consistent with the three tests set out in paragraph 204 of the NPPF. | | | | |
| Council Response | | | | |
| The measures are now included in paragraph 8.8. Clearly these will be subject to the tests set out in legislation. There is no need for the DMP to make reference to this test for all of the potential mitigation measures/planning obligations sought. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.11 | Robert Dunwell | QARA |
| Comments | | | | |
| 2nd bullet point – This bullet point should be deleted and if deemed necessary re-written with the following issues taken as a priority rationale; This current suggestion is generally unacceptable as it can very easily lead to the imposition (either directly or indirectly) of on street parking controls (e.g. CPZs) that existing residents have already rejected. At the very least, if such planning condition were to be imposed then it should not be imposed until the Council at its expense has re-consulted the development site's surrounding area as to whether or not residents wish the introduction of a Controlled Parking Zone (CPZ), or additional parking control if a CPZ already exists. | | | | |
| Council Response | | | | |
| The text highlights potential mitigation measures. The process of consulting on and introducing Controlled Parking Zones is outside the scope of the Development Management Policies. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.12 | Stuart Murray & Jon Aubrey | Transport for London |
| Comments | | | | |
| Although this policy is welcomed, paragraph 7.12 relating to travel plans ought to be reworded as at present it does not capture their purpose. A travel plan should not just focus on reducing car use and increasing bus use, but should more generally concentrate on facilitating the use of sustainable modes among occupiers and visitors from the outset of a development, helping to mitigate the impact of trips generated by the site. A reference should also be made here to TfL's travel plan guidance. This guidance also includes a case study of how to successfully integrate travel planning into the local plan making process and is available at https://www.tfl.gov.uk/info-for/urban-planning-and-construction/travel-plans . | | | | |
| Council Response | | | | |
| Agreed, but the policy now has been removed as Policy 6.3 addresses the need for travel plans. Paragraph 8.8 makes reference to travel plans and the TfL | | | | |

Travel Plan guide is referenced in national and London Plan policy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|----------------|----------------------|
| Chapter 7: Transport | | DMP 26 | Robert Dunwell | QARA |
| Comments | | | | |
| Last sentence – Refer to para. 6.2 above. For either deletion or major re-write. | | | | |
| Council Response | | | | |
| The policy has been removed as part of the restructure of the document as the issue is suitably covered in other London Plan and DMP policies. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.15 | Robert Dunwell | QARA |
| Comments | | | | |
| last sentence – Insert words, “large and medium” before “development”. | | | | |
| Council Response | | | | |
| Where appropriate all developments at public transport interchanges should contribute to improved access. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 7: Transport | Paragraph | 7.16 | Anon | Anon |
| Comments | | | | |
| Firstly I feel the rules about too near schools etc are too much there are some kids and parents that are grossly overweight no matter what I feel this is more an education and lifestyle thing and could be better served by other policies. For example access to sports facilities easy and safety of walking for children and adults to school bike storage at home etc These are planning principles that should be pursued more than just some restriction on proximity to schools PROPOSAL: ensure bike storage and bike lanes/paths on all development Any new road etc should incorporate a bike lane | | | | |
| Council Response | | | | |
| London Plan policies and standards provide the appropriate policy basis on which to ensure promotion of cycling within developments occur. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|---------------|----------------------|
| Chapter 7: Transport | | DMP 27 | Anne Clements | Quintain |
| Comments | | | | |
| Quintain is fully supportive of the need to integrate public transport. However, as drafted, the policy is more demanding than the equivalent test in the NPPF where the last bullet point of paragraph 32 requires that development should ‘only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe’. The wording of the policy should not require development to deliver ‘betterment’ and should be reworded to be requirements of the NPPF. | | | | |
| Council Response | | | | |
| The policy has been removed as part of the restructure of the document as the issue is suitably covered in other London Plan and DMP policies. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|-----------|-----------------|----------------------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.22 | Stuart Murray & Jon Aubrey | Transport for London |

| Comments | | | | |
|--|--|--|--|--|
| However, in its current context we would question whether paragraph 7.22 is relevant, given that the remainder of this policy section does not discuss air quality and it is stated that this is less of an issue for development. | | | | |
| Council Response | | | | |
| The reference to air quality and the North Circular has been removed from the transportation section. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.23 | Robert Dunwell | QARA |
| Comments | | | | |
| Reference needed for listing of “Heavily Parked Streets”. | | | | |
| Council Response | | | | |
| Agreed reference inserted which identifies the Heavily Parked Streets. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------|-----------------|----------------|----------------------|
| Chapter 7: Transport | Cycling and Walking | DMP 27 | Brent Cyclists | Brent Cyclists |
| Comments | | | | |
| <p>While it is good that this paragraph calls for “design for cycle facilities to be in accordance with London Cycling Design Standards”, in fact all roads that are constructed within, or significantly impacted by, new developments, should, as a matter of course, have their standards raised to those in the London Cycling Design Standards: that is, they should either have separate, convenient and practical space for cycling incorporated in the design, or they should be planned to have both motor vehicle flows below 3,000 PCU per day, and 20mph speed limits. New routes expected to have in excess of 3,000 PCU per day on them must have separate cycle facilities that are continuous, safe, attractive, and not shared with pedestrians. This call is not sufficiently clear in the current wording of DMP 27, and needs to be strengthened. In addition, it should be stated that new developments must not have shared pedestrian and cycling facilities, but clear separation between modes, to minimise conflict and maximise efficiency for cycling.</p> <p>Major developments should be expected to contribute to improvements in links to and on the London Cycle Network whether the need for such facilities arises from the need to service the development or not. In other words, major developments should always have a component aimed at improving the cycle network in the area, which should be planned to meet the London Cycling Design Standards.</p> | | | | |
| Council Response | | | | |
| The policy has been removed as it is considered that existing policies within the London Plan Policy 6.9 | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------|-----------------|---------------|--------------------------|
| Chapter 7: Transport | Cycling and Walking | DMP 27 | James Stevens | Home Builders Federation |
| Comments | | | | |
| We note the requirement for provision of minimum cycle parking. The Council will need to include the cost of this in its local plan viability assessment. | | | | |
| Council Response | | | | |
| The policy has been removed as it is considered that existing policies within the London Plan Policy 6.9 | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|---------------------|-----------------|--------------------------|----------------------|
| Chapter 7: Transport | Cycling and Walking | DMP 27 | Stuart Murray&Jon Aubrey | Transport for London |
| Comments | | | | |

This policy makes reference to providing links onto the London Cycle Network. However, this should also reference the other networks of cycle routes across London, including Cycle Superhighways and Quietways. As well as providing cycle parking, developments should be required to provide on-site showers and changing facilities in order to encourage cycling. Reference should also be made to the Walk London Network and developments should be encouraged to improve both the quality of the pedestrian environment generally (for example, through submitting pedestrian audits with significant planning applications) and pedestrian legibility specifically.

Council Response

The policy has been removed as it is considered that existing policies within the London Plan Policy 6.9 sufficiently deal with this issue. The DMP makes reference to meeting London Plan cycling standards.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|------------------------------|-----------------|---------------|----------------------|
| Chapter 7: Transport | Managing the Highway Network | DMP 28 | Anne Clements | Quintain |

Comments

The test as set out in sub paragraph (c) of the policy is too onerous. The test should not be whether the proposal results in the loss of 'more than one space' but whether the residual impact of the development on transport grounds is severe. The policy should be reworded to be consistent with the last bullet point of paragraph 32 of the NPPF.

Council Response

The test is considered appropriate. In reality the majority of applications are likely to be associated with a single dwelling plot. For larger plots each case will have to be considered on its merits. Wider plots would probably have current on-street demand related to their existing use which would be absorbed into the development through the provision of off-street parking. This might reduce flexibility for other users in the street, but could well also reduce parking pressure through greater overall provision. In all cases the backstop position is that where the applicant can show that the loss of more than one space does not result in a severe impact they are likely to get consent.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|------------------------------|-----------------|----------------------------|----------------------|
| Chapter 7: Transport | Managing the Highway Network | DMP 28 | Stuart Murray & Jon Aubrey | Transport for London |

Comments

Paragraph 7.21 seems contradictory in the context of the rest of this section, with reference being made to adopting a 'more balanced approach' on the North Circular Road without 'the needs of car users dominating'. However, elsewhere in this section it is acknowledged that the road is an 'important route' and a 'key road link', helping keep traffic away from the rest of the borough and the rest of London. In order to best understand the current and future roles of the North Circular Road, TfL would recommend that consideration is given to its 'street type', in line with the recommendations of the Roads Task Force report. We understand that meetings between TfL and Brent are taking place in the coming months to discuss the RTF further, and the outcomes of these discussions could feed in to this section of the document. However, in its current context we would question whether paragraph 7.22 is relevant, given that the remainder of this policy section does not discuss air quality and it is stated that this is less of an issue for development.

Council Response

The two paragraphs have been amended and are now 8.17. Whilst it has a strategic transportation role, this does not stop Brent wanting to improve the quality of the route and create an environment that is more conducive to pedestrians and cyclists.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|---------|-----------------|----------------|----------------------|
| Chapter 7: Transport | | DMP 28 | Robert Dunwell | QARA |

| Comments | | | | |
|---|--|--|--|--|
| Simple works such as footway crossovers could also be constructed under Section 38 of the Highways Act 1980. The text should be reworded accordingly. | | | | |
| Council Response | | | | |
| The document relates to where planning consent is required. So this reference is not needed. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------------------|-----------------|---------------|----------------------|
| Chapter 7: Transport | Movement of Goods and Vehicles | DMP 30 | Anne Clements | Quintain |
| Comments | | | | |
| Replace the word 'minimise' in the second sentence with 'reduce'. This change is considered necessary because the provision of servicing within the curtilage of a site can limit the quantum of development that is feasible on a site and can lead to an inefficient use of land. Subject to safety and environmental considerations, the policy should be reworded to allow more flexible servicing regimes such as service pads which are widely used across London. | | | | |
| Council Response | | | | |
| Minimise is used in relation to the movement of goods and materials by road. This is consistent with London Plan policy, specifically the need to promote movement of freight by rail and waterway, to relieve congestion within London. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------------------|-----------------|----------------------------|----------------------|
| Chapter 7: Transport | Movement of Goods and Vehicles | DMP 30 | Stuart Murray & Jon Aubrey | Transport for London |
| Comments | | | | |
| Whilst this policy is supported, explicit reference should be made to Delivery and Servicing Plans and Construction Logistics Plans being secured as part of development proposals in order to encourage efficient and safe movement of goods during both construction and operation of sites. | | | | |
| Council Response | | | | |
| Reference to be added in the supporting text to this. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|--------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.24 | Stephen Hall | Highways Agency |
| Comments | | | | |
| We would request that a paragraph similar to para 7.24 relating to consulting TfL should be added to cover consultation with the Highways Agency as the M1 Motorway is in close proximity to the borough. Existing Paragraph for TfL 7.24 Proposals which would affect TfL's Strategic Road Network, which includes Edgware Road and Harrow/Watford Road corridors, shall require consultation with TfL which has a strategic management function in minimising congestion on such roads. Proposed additional HA paragraph 7.xx Proposals which would affect the Highways Agencies (HA) Strategic Road Network (SRN), which includes the M1 Motorway, shall require consultation with the HA which has a strategic management responsibility for operating, maintaining and improving England's strategic road network on behalf of the Secretary of State for Transport. The HA are concerned with proposals that have the potential to impact the safe and efficient operation of the SRN. | | | | |
| Council Response | | | | |
| The section now contains mention of the need to consult the Highways Agency about impacts on the M1. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|-----------|-----------------|----------------------------|----------------------|
| Chapter 7: Transport | Paragraph | 7.27 | Stuart Murray & Jon Aubrey | Transport for London |

Comments

At paragraph 7.27, where highway works are needed to make a development acceptable TfL would expect these to be secured via section 278 agreement only. Securing them via planning obligation as suggested could place either the Council or TfL at risk of needing to fill a funding gap, or of the gap not being filled and the development not being implemented as a result.

Council Response

The paragraph lists Brent's approach. Clearly if TfL is not prepared to be a signatory to a S.106 the improvement will be made through a S.278 agreement.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|---------|-----------------|-----------|----------------------|
| Chapter 7: Transport | Parking | DMP 29 | Anon | Anon |

Comments

In the past you seem to have allowed parking on new build parking in what was once the rear garden this effects the visual amenity of the whole area It is the easiest and cheapest way for the developer but is not good for the area.

Whilst parking and off site parking is important the loss of communal kerbside for the sake of a cross over serving one private space should be considered. Often the creation of a crossover can mean a loss of even two on street spaces. An on street space is shared and is thus more useable than a private space. On existing sites especial where the building is flats the "new" front garden space just means a loss of amenity value to the street. Often more difficult access issues to the front door and restricted bin and bike storage areas -all for the sake of one car were the crossover has caused the loss of a communal space and more pressure on the remaining street spaces. An example of the problems is seen along Chichele road NW2 but look at the recent application for Flats 1-4 15 Chatsworth Road To get the bin stores and two cars the wall gone and only 8% soft landscaping remaining (14/2439) On new development the number of crossovers should be restricted to ensure there still remains kerb side parking. This might appear radical but as stated above the crossover etc causes at least the loss of one kerbside space. When you consider that the private space is usually only for the benefit of one flat owner who may be away for a week etc or not even have a car the rest of that building and the neighbours have lost a shared kerbside space that would be more useable. MY strong radical suggestion is to no longer permit crossovers in existing or new conversions where no crossover already exists. This would mean the front garden will be easier to accommodate the bikes and bins and still have some soft landscaping we would not lose the boundary wall and there would be one more revenue producing kerb side space.

PROPOSAL: No more crossovers to existing flat conversions

PROPOSAL 2: Limit number of crossovers per household and the ensure sufficient gaps between crossovers to allow street parking

PROPOSAL 3: No converting rear gardens into parking spaces for residential conversions or new build

Council Response

The DMP requires developments to provide the minimum necessary car parking provision, and for opportunities for car free development to be explored. It also encourages the removal of surplus parking spaces. However, there will be situations where developments need to include car parking provision, for example in areas with lower levels of public transport accessibility. Public off-street parking, and therefore crossovers, will be permitted only where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|---------|-----------------|----------------------------|----------------------------|
| Chapter 7: Transport | Parking | DMP 29 | Brent Friends of the Earth | Brent Friends of the Earth |

Comments

We suggest that parking policies have the potential to help reduce Carbon emissions from vehicles by introducing even higher charges for residential street

parking permits for cars with high CO2 emissions. This could be included in the DMP.

Council Response

Vehicle excise duty addresses this issue on a national level. The setting of charges for street parking permits is outside the scope of the DMP.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|---------|-----------------|---------------|--------------------------|
| Chapter 7: Transport | Parking | DMP 29 | James Stevens | Home Builders Federation |

Comments

We note the requirement for electric charging points. The Council should include the cost of this in its local plan viability assessment.

Council Response

This a requirement of London Plan policy 6.13.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|---------|-----------------|---------------|----------------------|
| Chapter 7: Transport | Parking | DMP 29 | Brendan McRae | Macaire Enterprises |

Comments

We consider the policy should not differentiate between short and long stay parking sites, in that the point applies equally to long stay parking as it does to short stay. We request the policy should be amended to read: "The council will accept the loss of publicly available parking where this would not lead to under-provision of parking."

Council Response

In terms of promoting vitality and viability of town centres, the emphasis is essentially on providing sufficient space for relatively short term visitors to visit and undertake purchases/transactions in the centre. Long stay car parking is more likely to be associated with the needs of commuters who are more likely to travel at peak time, thus putting pressure on the wider highway network, and if undertaking a regular trip would be able to better plan their journey to not need to use the private car.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|---------|-----------------|----------------|---|
| Chapter 7: Transport | Parking | DMP 29 | Sarah Chaudhry | Property & Projects Dept, Brent Council |

Comments

At what PTAL rating can developments not provide parking?

Council Response

Policy to be amended to clarify 'good or better public transport access' is equivalent of PTAL 4 or above.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|----------------------|---------|-----------------|---------------|----------------------|
| Chapter 7: Transport | Parking | DMP 29 | Anne Clements | Quintain |

Comments

The Council's reference to the Wembley Area Action Plan at Appendix 2 is welcomed. Within the policy, however, the first sentence removes any flexibility to interpret the Borough Council's Parking Standards. It is at odds with the flexibility outlined in paragraph 6.20 of the AAP, which seeks an appropriate restraint on car use while recognising the need to promote successful regeneration. We suggest that the first sentence is either made redundant or that the words 'minimum necessary' are removed and instead the policy refers to 'as informed by a Transport Assessment'. The following text was agreed between LBB and Quintain to be added to paragraph 6.25 of the AAP: 'There may be exceptional circumstances where it can be demonstrated, for example for reasons of maintaining town centre vitality and viability, that there is a need for parking provision above that normally allowed by the maximum standards, subject to the usual transport assessment'. The same text should be included in the supporting text to Policy DMP29.

Council Response

The Policy DMP12 now makes reference to providing parking consistent with the standards in Appendix 1. The policy also addresses potential for additional parking within town centres identifying where there is a deficiency of short-term public parking that, subject to development viability, the Council will seek additional powers within major development. This indicates the Council recognises that there may be situations where additional car parking above the normal requirements for the development within town centres is appropriate

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|----------------------------|----------------------|
| Chapter 7: Transport | Parking | DMP 29 | Stuart Murray & Jon Aubrey | Transport for London |
| Comments | | | | |
| <p>The evidence base for this policy is a 2012 report on parking standards within the borough, carried out by Steer Davis Gleave. However, the range of issues considered within this report is disappointingly narrow and we are concerned that this does not provide a suitable robust evidence base. There is no consideration of congestion on the surrounding highway network, current or future trends in car ownership or car use, or other interventions that could be used to better manage or reduce car ownership such as the impact of car clubs, car sharing or wider implementation of controlled parking zones in the borough. Nevertheless, TfL supports the first part of this policy, where car free development will be considered in appropriate locations. However, it is slightly unclear where these locations are as the policy refers to 'good or better public transport access'. For the avoidance of doubt, it would be preferable to link this policy to Public Transport Accessibility Levels (PTALs), where 'good' would normally be considered to be a PTAL of 4 or higher. The second part of the policy then states that the parking standards in appendix 2 shouldn't be exceeded 'excluding spaces designated for disabled people'. However, the overall provision should be inclusive of these spaces and should not exceed the standards. If this wording is retained, in a number of cases it would mean parking standards exceeding those set out in the London Plan. At point (b) of the 'parking standards' part of this policy, electric vehicle charging points in line with London Plan standards should be 'required'. not 'sought'. Point C) of the 'managing the impact of parking' part of the policy then makes reference to development not being permitted where it would 'harm on-street parking conditions'. The level of harm is not defined and as such we would request that this is linked back to the concept of 'areas of on street parking stress' referred to earlier in this policy. We would also encourage the borough to introduce controlled parking zones in areas where significant amounts of development are anticipated (such as the area around Colindale) to help mitigate the impact of these developments on the highway network. Point (e) of this section then makes reference to development not being permitted where it creates a 'shortfall' of parking. TfL consider that this promotes a demand-led approach to parking policy and cannot support this. Part Cc) of the policy referred to above is considered sufficient to avoid the environmental impacts that would arise in this situation. Similarly, the final sentence in the 'parking in town centres' section of the policy should be removed. With respect to the detailed parking standards set out in appendix 2, although the employment standards set out in Table 12 do conform with the London Plan TfL would question why they have been banded according to their position relative to the Dudding Hill railway line rather than by PTAL. Although it is accepted that areas to the north of the line generally have less public transport accessibility this is not uniformly the case and there are a number of industrial locations in this area with higher PTALs where TfL would expect more restrained parking standards to apply. It is also concerning that the document proposes a more generous</p> | | | | |

standard across all opportunity and growth areas in the borough, making an explicit reference to Park Royal. Although the London Plan does allow for a more generous office standard in outer London areas to be adopted, it is expected that this will be justified in specific instances through a DPD. This has not happened here, and in particular the Park Royal OAPF and forthcoming Old Oak Common OAPF have identified issues with highway congestion in the area which must be addressed by adopting stricter car parking standards as part of a package of transport measures. As well as this, the employment parking standards also state those standards can be exceeded where only one of a range of criteria would be met. This does not reflect the number of strict policy tests that have to be met as set out in London Plan policy 6.13 that have been devised to ensure that there would not be unacceptable levels of congestion or pollution. Moreover, compliance with only one criterion could be relatively easy to achieve, thereby rendering maximum standards redundant. This portion of the standards should be amended to better reflect the requirements of the London Plan or removed. The retail parking standards as set out in Tables 13-15 are in accordance with the London Plan. However, the supporting text appears to contradict policy DMP2Y. This policy states that 'the maximum additional amount of parking provided by individual development [in town centres] shall be no greater than the maximum standard for freestanding development'. TfL considers this approach to be correct. However, the appendix states 'For town centres...additional parking requirements may be met through the provision of off-street parking with charges applied'. For hotel parking, the proposed requirement of one coach parking space per 100 bedrooms is not compliant with the London Plan, which requires one per 50 bedrooms. This approach should be justified. In addition, although the proposed car parking standards appear sensible the appendix states that these can be exceeded where there is no public car parking nearby. As the purpose of car parking standards is to discourage private car trips, the purpose of restricting parking only in cases where there is alternative parking available seems questionable. The requirement for student halls of residence to be car free is welcomed, but I would question why when this is the case car parking linked to the number of beds would be permitted for other residential institutions such as residential schools where demand for car ownership is presumably minimal due to the age of the students involved. For non-residential institutions and assembly and leisure institutions, the standard should presumably read as 'up to 1 car parking space should be provided...' to avoid this being read as a minimum requirement. The disabled parking requirements set out in Appendix 2 are not in line with Lifetime Homes standards for residential uses and for non-residential uses does not meet the standards set out in Table 6.2 of the London Plan. Whilst cycle parking standards are stated to accord with the London Plan, these are based on the standards set out in the Revised Early Minor Alterations. Further Alterations to the London Plan (FALP) have now been published in draft, and are likely to be in force by the time the DMP is adopted. As such, we would request that Brent revise these standards in line with FALP. It should also be noted that standards for CI uses are missing from the appendix.

Council Response

The Steer Davis Gleave study is considered by the Council to be a robust piece of work. DMP 12 has been amended to make reference to generally PTAL4 and above for implementation of car free development. Other opportunities may exist in areas with a lower PTAL but other factors prevail, e.g. extensive controlled parking zones. The reference to standards not being exceeded has been removed. The policy introduction indicates that London Plan Policy 6.13 applies in relation to cycle parking and electric vehicle parking spaces. A reference to heavily parked streets has now been added to the policy to provide greater clarity on areas with higher demand where development which adds to on-street parking demand will not be supported. Unless development will fund additional Controlled Parking Zones to address manage its transportation impacts, the Council will not make a commitment to introduce Controlled Parking Zones. The reference to shortfall of car parking is not seeking to encourage unnecessary parking provision and encourage car use. It reflects a position that even after all possible measures that have been pursued to push movement away from cars, the development is causing a need for car parking that cannot be delivered and that this will have a substantial adverse impact on the transportation network then it will be refused. In relation to employment parking standards there are no high PTAL employment areas within the north of Brent except for Wembley which has its own parking standards set out in an AAP. The coach parking has been amended in the standard to London Plan levels. The public car parking reference has been removed. There are no residential educational establishments in Brent. The standards for D1 and D2 have been changed to maximums. The disabled parking standards are considered appropriate, London Plan assumes 100% provision for wheelchair accessible units. Cycle parking refers to London Plan standards being required.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
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|---|---------|--------|-----|----------------------------------|
| Chapter 7: Transport | Parking | DMP 29 | N/A | Wembley National Stadium Limited |
| Comments | | | | |
| With respect to DMP29, – any new development incorporating private car parking in the vicinity of Wembley Stadium should be subject to restrictions on the use of such car parking spaces by those attending events at the Stadium. This is to ensure the effective operation of event day transport measures. | | | | |
| Council Response | | | | |
| Whilst understanding the reasoning behind this approach, in practical terms its application is likely to be limited in impact due to their ability to not be applied retrospectively. Developments within the vicinity of Wembley Stadium are for the most part likely to be within the Wembley AAP with low levels of parking provision and primarily hotel or residential based, or reliant on public chargeable parking, e.g. Wembley LDO. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|--------------|----------------------|
| Chapter 7: Transport | Parking | DMP29 | Blair Thorpe | N/A |
| Comments | | | | |
| <p>In the past you seem to have allowed parking on new build parking in what was once the rear garden this effects the visual amenity of the whole area. It is the easiest and cheapest way for the developer but is not good for the area.</p> <p>Whilst parking and off site parking is important the loss of communal kerbside for the sake of a cross over serving one private space should be considered Often the creation of a crossover can mean a loss of even two on street spaces. An on street space is shared and is thus more useable than a private space. On existing sites especial where the building is flats the "new" front garden space just means a loss of amenity value to the street Often more difficult access issues to the front door and restricted bin and bike storage areas -all for the sake of one car were the crossover has caused the loss of a communal space and more pressure on the remaining street spaces. An example of the problems is seen along Chichele road NW2 but look at the recent application for Flats 1-4 15 Chatsworth Road To get the bin stores and two cars the wall gone and only 8% soft landscaping remaining (14/2439)</p> <p>On new development the number of crossovers should be restricted to ensure there still remains kerb side parking</p> <p>This might appear radical but as stated above the crossover etc causes at least the loss of one kerbside space When you consider that the private space is usually only for the benefit of one flat owner who may be away for a week etc or not even have a car the rest of that building and the neighbours have lost a shared kerbside space that would be more useable MY strong radical suggestion is to longer permit crossovers in existing or new conversions where no crossover already exists. This would mean the front garden will be easier to accommodate the bikes and bins and still have some soft landscaping we would not lose the boundary wall and there would be one more revenue producing kerb side space</p> <p>PROPOSAL: No more crossovers to existing flat conversions</p> | | | | |
| Council Response | | | | |
| Duplicate see response above. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|----------------|----------------------|
| Chapter 7: Transport | Parking | DMP29 | Robert Dunwell | QARA |
| Comments | | | | |
| <p>Parking, throughout. – Replace occurrences of “development” with words “new development sites” Parking, 3rd para. – note must be taken of the amount of “Blue Badge abuse” that is widespread and real additional mitigation measures brought to bear before such allowances are given further. Delete the word “preserve”, replace with “Do no harm”, (Reason: existing is excessively prescriptive and unnecessary for overall aims). h – as above Delete the word “preserve” replace with “do no harm to”</p> | | | | |
| Council Response | | | | |
| It is considered development is appropriate in the context of the policy. 'Preserve' is consistent with the requirement in London Plan policy 2.18 to plan positively | | | | |

for the protection of green infrastructure, and as outlined in the NPPF the desirability of new developments making a positive contribution to local character.

Chapter 8: Employment

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|------------------------|-----------------|----------------|---|
| Chapter 8: Employment | Local Employment Sites | DMP 31 | Sarah Chaudhry | Property & Projects Dept, Brent Council |
| Comments | | | | |
| To consider conversion of fringe sites for Council priority uses such as for new schools. | | | | |
| Council Response | | | | |
| Policy wording amended to specify the release of surplus employment land will be subject to delivering significant benefits consistent with the wider objectives of the Development Plan, including social infrastructure such as for new schools. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|----------------|---|
| Chapter 8: Employment | Offices | DMP 32 | Sarah Chaudhry | Property & Projects Dept, Brent Council |
| Comments | | | | |
| Confirm there will be no expectation to provide marketing evidence for the ex Unisys buildings at Bridge Park. | | | | |
| Council Response | | | | |
| The ex Unisys building forms part of Site Specific Allocation 20, therefore marketing evidence for this site will not be required. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|----------------------|-----------------|-----------|-------------------------------------|
| Chapter 8: Employment | Affordable Workspace | DMP 33 | N/A | CGMS Consulting on behalf of Costco |
| Comments | | | | |
| The NPPF and the Council's economic evidence base have demonstrated the need for increased employment in the local area, and in addition access to training and up-skilling opportunities. It is considered that the affordable workspace policy would be in conflict with the objective of sustainable economic development as it would act as a barrier to growth and is likely to constrain job creation in the Borough. The provision of affordable workspace either on site or via financial contributions, has considerable implications for the future development of land for employment purposes in terms of scheme viability. The need to incorporate affordable units is likely to constrain site layout opportunities unnecessarily and prevent the development of sites that might be better served by large scale units. The artificial creation of local employment market conditions is also a concern, and it does not appear that this potential knock-on impact has been adequately assessed within the Council's evidence base. The aspirations to deliver floorspace that is affordable to start up businesses is acknowledged and supported in principle. However, the draft policy is counter-productive in terms of repelling potential investment and development focus to elsewhere in London. | | | | |
| Council Response | | | | |
| Policy wording amended to specify the release of surplus employment land will be subject to delivering significant benefits consistent with the wider objectives of the Development Plan, including social infrastructure such as for new schools. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|----------------------|-----------------|---------------|----------------------|
| Chapter 8: Employment | Affordable Workspace | DMP33 | Neil Impiazzi | SEGRO |
| Comments | | | | |

SEGRO does not support this draft policy. Whilst SEGRO supports a planning policy framework that encourages the take up of business space by Small and Medium Sized Enterprises (SMEs), we are very concerned that enforcing this blanket policy would rather render industrial investment and development in Brent unviable. It is important to understand that the provision of affordable workspace, either on site or via financial contributions, has considerable implications for the viability of future development of employment land. Attempting to introduce units less than 100 square metres and 250 square metres on-site where there is demand for larger scale or alternative industrial floorspace will stifle investment in the Borough. This policy would constrain site layout opportunities, impact on viability and therefore the development potential employment land. As a long term investor and developer in London, SEGRO has a strong track record of delivering schemes that occupiers and the industrial market demand. The aspiration to deliver floorspace that is affordable for SMEs and start-ups is commendable but the draft policy is counter-productive. The goal of creating the affordable space for SMEs requires investment from the private sector but this policy will make certain schemes unviable and will only serve to discourage investment and development in the Borough. We also question how a developer can deliver a scheme viably with the knowledge that at least 10% of the scheme will be leased 50% of the market rent. We are concerned about the negative impact this will have on existing floorspace aimed at SMEs elsewhere in the Borough or West London. It could create a wholly undesirably sub-market and increase the vacancy level of existing floorspace, designed for SMEs, that is charging a more market facing rent. We believe that it is not the role of planning policy to try and artificially create, or inadvertently suppress, local market conditions and we cannot support the draft policy. Suggested amendment: For the reasons set out above, we suggest that draft policy DMP33 is deleted entirely. At the very least it is important that the words "subject to viability" remain within the policy as drafted.

Council Response

This policy has been removed. It is not the Council's intention to deter economic development. The Council will seek to secure affordable workspace through the redevelopment of Local Employment Sites, where the provision of uses such as residential can help subsidise the provision of affordable workspace.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|----------------------|-----------------|------------|-------------------------------|
| Chapter 8: Employment | Affordable Workspace | DMP 33 | Alun Evans | CgMS on behalf of Shurgard UK |

Comments

Draft Policy DMP 33 is unsound as it is not:

a. Positively Prepared; b. Justified; c. Effective; or d. Consistent with National Policy Positively Prepared: The draft Policy is not supported by Shurgard UK Limited. In setting a minimum 10% of proposed floorspace as affordable, the policy does not expressly account for individual site circumstance. In particular, on-site provision will potentially compromise security/ function of a proposed facility and would potentially undermine consumer confidence in a self-storage facility. This policy requirement is therefore contrary to NPPF Paragraph 21 which states "Investment in business should not be over-burdened by the combined requirements of planning policy expectations.

The aspiration to deliver floorspace that is affordable for SMEs and start-ups is commendable, but the draft policy is not therefore positively prepared. The investment required to achieve the goal of creating affordable space for SMEs will not be attracted. Developers will redirect this investment into other London Boroughs.

We also question how a developer can deliver a scheme viably with the knowledge that at least 10% of the scheme will be leased at 50% of the market rent. We are concerned about the negative impact that this will have on existing floorspace aimed at SMEs elsewhere in the Borough or London. It could create a wholly undesirably sub-market and increase the vacancy level of existing floorspace caught without demand at market levels of rent. It is not the role of planning policy to try and artificially create, or inadvertently suppress, local market conditions, in conflict with the NPPF Paragraph 182 which requires the emerging development plan policy to be based upon an objectively assessed need. The emerging policy conflicts with the Council's Employment Land Demand Study (2013) which informs phased release of identified sites on the emerging Proposals Map and the commitment to release a further 7.5ha release of employment sites (in addition to those identified in the Proposals Map). The Employment Land Study identifies a surplus supply of some 20ha industrial land across Brent. The managed release of surplus industrial land accords with strategic policy, however emerging Policy DMP 33 conflicts with this overall objective to release

industrial land. The emerging policy is therefore not justified as it is inconsistent with the Council's evidence base.

Consistent with National Policy: At the heart of the Framework is the need to create Sustainable Development. Enforcing Policy DMP 33 will reduce the viability of the future development of Shurgard stores in Brent and therefore conflicts with NPPF Paragraph 21 (referred above).

The emerging policy also conflicts with Policy 20 of the Adopted Brent Core Strategy which seeks provision/ support for SME units where redevelopment proposals within Strategic Industrial Locations and Locally Significant Industrial Sites are proposed. The requirement to provide affordable workspace within all 'new major commercial development schemes' represents a disproportionate and unreasonable policy approach and should only be triggered where loss of employment floorspace is proposed at protected employment locations.

Council Response

This policy has been removed. It is not the Council's intention to deter economic development. The Council will seek to secure affordable workspace through the redevelopment of Local Employment Sites, where the provision of uses such as residential can help subsidise the provision of affordable workspace.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------------------------------|-----------------|-----------|-------------------------------------|
| Chapter 8: Employment | Employment Uses Design and Facilities | DMP 34 | N/A | CGMS Consulting on behalf of Costco |
| Comments | | | | |
| <p>Costco supports the Council's recognition of the need to incorporate a range of uses within allocated employment areas in order to provide access to a wide range of facilities for visitors and staff. We consider that this approach is consistent with the objectives of the NPPF. However, we consider that this policy needs to be refined in order to provide greater clarity for developers to confirm which employment allocations are relevant for the purposes of the application of the Policy DMP34. Policy DMP34 supports "small-scale leisure, eating and retail facilities" on employment sites providing the facility is intended primarily to meet the needs of workers in the vicinity; and it does not attract significant levels of visitor traffic into the area or exacerbate existing traffic problems. We consider that the range of uses specified is too narrow and should be widened to include sui generis uses such as petrol filling stations for example. However, such employment allocations do not exist in isolation, and the neighbouring residential areas from which labour is drawn are also likely to benefit from such facilities. This synergy should not be overlooked by policy. We consider that a policy approach which seeks to protect ancillary facilities in the employment areas is unnecessary, and could potentially prevent sustainable economic development in employment areas coming forward. Furthermore, we consider that the specific reference to the visitor traffic and the exacerbating traffic problems should be removed. This policy is wording is inconsistent with the requirements of national policy which holds that "development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe". Costco strongly objects to the proposed policy wording which seeks to secure planning obligations to provide child-care facilities. As with the policies commented on above, we consider that this policy could potentially prove to be a deterrent to potential investment in the Borough, and in turn to job creation and training. Furthermore, the policy fails to recognise that employers exceeding the thresholds set out in the policy frequently provide a range of benefits to staff which are in line with company specific human-resource objectives. It is not considered appropriate or desirable from a sustainable development perspective to seek to adapt company business models in the way proposed by Policy DMP34. We consider that it would only be appropriate for a developer to be required to provide contributions in this manner if the development involved the loss of a nursery or crèche, and it would therefore result in a negative impact which may need to be addressed. Developers may wish to provide a nursery on site for staff, as part of its development package however, this should not be a requirement. The collection of CIL payments will ensure that developers contribute an appropriate amount towards community infrastructure which includes child-care facilities. The proposed policy conflicts with paragraph 5.101 of the Core Strategy as amended before. Suggested amendment: For the reasons set out above, we suggest that the policy is introduced at the outset to specify to which employment allocations it applies. The facilities part of the policy should be amended as follows: "Small-scale leisure, eating, retail and sui generis uses such as petrol filling stations will be permitted on employment sites providing the facility is primarily intended to meet the needs of workers and residents in the vicinity." We consider that the final sentence of the policy should be deleted in its entirety. For the reasons set out above, we suggested that draft policy DMP33 is deleted entirely. At the very least, it is important that the words "subject to viability" remain</p> | | | | |

within the policy as drafted

Council Response

In the interests of taking forward clear and concise policies relevant design guidance in DMP34 will instead be incorporated into the Council's emerging New Development SPD. Policies on appropriate uses within SIL are set out in London Plan policy 2.17 and in LSIS in Core Strategy policy CP20, therefore it is not considered necessary to repeats this in policy DMP34. Policy DMP34 will not be taken forward.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|---------------------------------------|------------------|---------------|----------------------|
| Chapter 8: Employment | Employment Uses Design and Facilities | DMP 34 | Brendan McRae | Macaire Enterprises |
| Comments | | Council Response | | |
| | | | | |

Comments

The draft wording of DMP 34 states: "Proposals for employment uses, including extensions to existing buildings, must:". This wording does not allow sufficient flexibility on how employment uses may be delivered. To allow the most appropriate and site responsive approach, we consider the policy should be amended to read: "Proposals for employment uses, including extension to existing buildings, should:"

Council Response

In the interests of taking forward clear and concise policies relevant design guidance in DMP34 will instead be incorporated into the Council's emerging New Development SPD. Comments relating to the need for flexibility are noted and will be taken account of in producing the SPD.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|---------------------------------------|-----------------|---------------|----------------------|
| Chapter 8: Employment | Employment Uses Design and Facilities | DMP 34 | Neil Impiazzi | SEGRO |

Comments

We refer to the recent Wembley Area Action Plan proposed main modification reference PMM15, consulted on in May and June 2014. Following the Inspector's Examination Hearing Sessions in March 2014, the word "must" has been replaced with "should" in terms of green roof and green wall provision, presumably in line with the language used in adopted London Plan Policy 5.11. The draft DMP should be amended to ensure consistency across all Local Plan documents. The introduction of planning policies making green roofs and walls a design requirement can often result in unintended consequences in terms of viability and sustainability. The cost associated with the structural reinforcement that is required to support green infrastructure can be harmful to scheme viability, and thus project initiation or implementation of development. The use of roof space for green roofs also prevents the introduction of roof lights or solar photovalic panels, which can offer greater sustainability benefits in terms of renewable energy and utilising natural light. Suggested amendment: Replace the word "must" with "should" in the first instance.

Council Response

In the interests of taking forward clear and concise policies relevant design guidance in DMP34 will instead be incorporated into the Council's emerging New Development SPD. Comments relating to consistency with London Plan are noted and will be taken account of in producing the SPD.

Chapter 9 : Housing

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|-----------|-----------------|---------------------|--------------------------|
| Chapter 9 : Housing | Paragraph | 9.2 | Stuart Murray & Jon | Greater London Authority |

| | | | | |
|--|--|--|--------|--|
| | | | Aubrey | |
| Comments | | | | |
| The London Plan sets a minimum target, not a ceiling, which should be exceeded where possible. The wording in paragraph 9.2 does not reflect this point. | | | | |
| Council Response | | | | |
| Noted the wording will be amended. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.2 | N/A | Make Willesden Green |
| Comments | | | | |
| All housing should be required to be marketed in the UK first. All new developments should have integrated facilities and entrances for “affordable” and other tenants – segregation should be formally barred within the Plan. | | | | |
| Council Response | | | | |
| The Council cannot control the marketing of new residential development. The London Housing SPG sets out information on design of affordable housing and entrances. This is considered appropriate and does not require a separate Brent policy. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------------------|--------------------------|
| Chapter 9 : Housing | Paragraph | 9.3 | Stuart Murray & Jon Aubrey | Greater London Authority |
| Comments | | | | |
| Paragraphs 9.3 addresses the Brent’s strategic housing delivery, this section would be better placed in a revision of Brent’s Core Strategy than in Development Management Policies. | | | | |
| Council Response | | | | |
| This paragraph has been rationalised as part of the wider reduction in volume of the DMP document. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------|-----------------|----------------------------|--------------------------|
| Chapter 9 : Housing | Affordable Housing | DMP 36 | Stuart Murray & Jon Aubrey | Greater London Authority |
| Comments | | | | |
| Part (a) of policy DM 36 reiterates the affordable housing target set out in Brent’s Core Strategy Policy CP 2. This policy should be reworded to reflect that the Core Strategy has set the target and provide flexibility for it to change if a revised Core Strategy/Local Plan sets a different targeted. Thus part (a) of the policy can be rewritten as: ‘The maximum reasonable proportion of affordable housing will be required from all housing developments of sites capable of providing 10 or more units in accordance with Brent’s Core Strategy policy target that 50% of new homes should be affordable.’ The Council should ensure it has sufficient evidence to justify part (b) of this policy. The Council are proposing an affordable housing tenure split of 70% social rented or affordable rented housing and 30% intermediate housing rather than following the strategic approach to affordable housing tenure split in London Plan Policy 3.11 of 60% social and affordable rent and 40% intermediate rent or sale. The GLA would welcome further discussion with regard to part (c.) of this policy and the supporting text. Planning policy should not seek to set rents for affordable rented housing and should not refer to the Council’s tenancy strategy or any documents that would seek to set rent levels. The Tenancy Strategy has not been subject to formal consultation as a planning document and thus cannot be considered as formal planning policy. | | | | |
| Council Response | | | | |
| Agreed part (a) is to be amended to better reflect the proposed wording given by GLA Part (b) There is sufficient justification of social rent/affordable rent and | | | | |

intermediate housing split. In particular Brent median incomes are the second lowest in London according to GLA Borough profiles while the median House Price is 10th most expensive in London. This suggests that intermediate housing is a less viable option for the local population than for the wider London area. Part (c) The reference to Brent Tenancy Strategy has been removed.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|--------------------|-----------------|---------------|----------------------|
| Chapter 9 : Housing | Affordable Housing | DMP 36 | Brendan McRae | Macaire Enterprises |
| Comments | | | | |
| In regard to determining the viability of providing affordable housing as per DMP 36, the supporting text at paragraph 9.10 references the re-appraisal of viability assessments. This paragraph does not accord with national policy, where re-appraisal of viability is only appropriate on larger strategic sites where the delivery of development will be on a phased basis likely to continue for five or more years. Paragraph 9.10 should be deleted. | | | | |
| Council Response | | | | |
| Disagree. House price rises across London of 40% since the peak of 2007 indicate significant potential price inflation over short periods which distorts assumptions made on current market value within short periods, unless provision is agreed at levels which factor in growth in prices. On this basis, with the pressure for affordable housing reviews by agreement at identified timescales are considered appropriate. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|--------------------|-----------------|-----------|----------------------|
| Chapter 9 : Housing | Affordable Housing | DMP 36 | N/A | Make Willesden Green |
| Comments | | | | |
| The amount of "affordable" housing in any new development should be set at a minimum and a target level. Developers should not be granted permission to build with levels at under 20% when Brent's target is 50%. | | | | |
| Council Response | | | | |
| The Council have a target of 50% affordable housing however in line with NPPF and London Plan requirements that sites should not be subject to a scale of obligations and policy burdens that their ability to be developed viably is threatened. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|--------------------|-----------------|-----------------|---------------------------------|
| Chapter 9 : Housing | Affordable Housing | DMP 36 | Sheelagh Putnam | Mapesbury Residents Association |
| Comments | | | | |
| <p>Whilst there is a movement to increase the Borough's housing stock with affordable housing, development in Mapesbury of new houses is NOT for affordable housing and such development ultimately destroys the character of one of Brent's best preserved conservation areas. Mapesbury is a Conservation Area with active resident support on planning issues. In 2010 Mapesbury supported Brent in obtaining added conservation protection for our back gardens. Over 1000 residents supported an application to the Secretary of State to obtain added protection. It is not just the house and their gardens that are important but also the original layout of the Mapesbury Estate. Owing to the characteristic garden corridors (visible from the streets) the area had an open aspect and the "garden corridors" are particularly worthy of preservation. Consistently Brent's Planning Department and Committee as well as the Planning Inspectorate have recognised this feature of Mapesbury. Unfortunately, having open garden sites has made Mapesbury prey to developers seeking to build on what were previously or are garden sites. We see it as crucial that Brent's Planning Department is given greater powers to prevent such inappropriate development. Whilst there is a movement to increase the Borough's housing stock with affordable housing, development in Mapesbury of new houses is NOT for affordable housing and such development ultimately destroys the character of one of Brent's best preserved conservation areas.</p> <p>Whilst there is a revised design guide in the making, what is really needed is a clear and stated policy to prevent building on what are or were garden sites in this conservation area. The present policy needs more teeth, if I may put it crudely so that any applicant developer can be told from the outset that such development</p> | | | | |

is not allowed.

Please do what you can to bring this about

Council Response

This policy sets the Boroughs targets for affordable housing in line with NPPF and London Plan. All residential developments of 10 units or more, are expected to contribute towards affordable housing provision irrespective of where they are located. Developments within Conservation Areas or within the setting of a Conservation Area will need to comply with the relevant Design and Place-making policies. Its acceptability or otherwise will be based on its impact on the character and setting of the conservation area. Although pressure on garden space for housing will be reduced as the Mayor has revised capacity assumptions for gardens significantly downwards, a blanket approach of no garden development is not justifiable.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|--------------------|-----------------|-------------------|----------------------|
| Chapter 9 : Housing | Affordable Housing | DMP 36 | Francine Lawrence | N/A |

Comments

The government want to see more homes built in our city. I agree with that. But they must be affordable homes for key workers and young people to keep our city alive and functioning. Developers are being given a green light to wreck communities, destroy buildings of character – that give London its attractive historic status in the world – and worst of all allowed to flout the affordable homes quota and sell to wealthy investors who often don't live in the properties but keep them as investments. Willesden Green has lost its Library. This was a DISASTER for the community. We now see the flats in the replacement development on sale in SINGAPORE. It is understood that one investor has bought the WHOLE building. And the THERE ARE NO AFFORDABLE FLATS in the final development as originally promised

Council Response

The DMP seeks to ensure no loss of community facilities (Willessden Green library was replaced in July 2015) and appropriate levels of affordable housing subject to viability. This is consistent with national policy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|--------------------|-----------------|---------------|----------------------|
| Chapter 9 : Housing | Affordable Housing | DMP 36 | Matt Fielding | N/A |

Comments

DMP 36 – introducing a minimum advertising period locally before properties are advertised elsewhere (given the issues with the Willesden Green library among others).

Council Response

Disagree. Such a measure would be difficult to enforce.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|--------------------|-----------------|----------------|---|
| Chapter 9 : Housing | Affordable Housing | DMP 36 | Sarah Chaudhry | Property and Projects Dept, Brent Council |

Comments

We are seeking in regards to Council property/land that the policy takes a portfolio effect to allow for the Council to develop its assets in a way which responds to the needs of the Community, whilst also providing Value for Money. We would seek that a % requirement for affordable housing is sought across the Councils portfolio, rather than at an individual site level. For example Clement Close and Peel Road are to be used for Independent Living, which as a result will not deliver any private housing or receipt to the Council, but other sites will provide opportunities to provide a different mix of accommodation and capital receipts to the Council. We would also use the portfolio to deliver needed community/social infrastructure. In identifying the need for affordable housing we would seek that

the inclusion of community/social facilities within a development or across the Council portfolio should be taken into consideration.

Council Response

The NPPF and London Plan seek to create inclusive and mixed communities. Policy 3.12 of London Plan is clear that when negotiating affordable housing on residential and mixed use schemes account should be taken of circumstances of individual sites. A wider approach can be taken where the proposed development is part of a larger phased development. Adopting a portfolio approach is possible if this strategy is clearly identified at the outset with a clarity of understanding about levels of delivery on identified sites. This approach would also need to show an understanding of the extent to which this results in balanced and mixed communities, together with evidence that this might provide more affordable housing than might otherwise be the case, or if on land containing community facilities, better outcomes for the community/Brent overall.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|--------------------|-----------------|---------------|----------------------|
| Chapter 9 : Housing | Affordable Housing | DMP 36 | Anne Clements | Quintain |
| Comments | | | | |
| The Council's target for 50% affordable housing on individual developments should be evidenced through viability testing having taken account of CIL. We suggest that this is made clear under (a) recognizing that reference is made under paragraph 9.7. Please define "large or complex schemes" as mentioned in paragraph 9.8 or c confirm that residential developments comprising 10 or more units, as set out in (a). We welcome the Council's acknowledgement in paragraph 9.22 that "...it is necessary to ensure the best possible use of a potential new housing site's location and opportunities..." in order to achieve the Borough's housing target. | | | | |
| Council Response | | | | |
| The Council's 50% affordable housing target is set out in the Core Strategy and the Council is not seeking to revisit this target in the DMP. Large or complex will essentially be ones where the capacity of planning officers or other officers internal to the Council to verify the assumptions in the viability assessment is not considered to be sufficient to determine whether the Council is achieving optimal levels of affordable housing delivery. The reference in 9.22 has been removed for the sake of brevity. It however does not remove London Plan policy or Housing SPG advice which seeks to maximise housing provision on appropriate sites. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Affordable Housing | DMP 36 | Dr Michael GP Maguire | |
| Comments | | | | |
| Policy DMP 36 Affordable Housing should include a reference to a 'minimum site threshold size' as per Policy DPH 14. Policy DMP 36 and its supporting text should state that developers will be expected to reimburse the Council, or approved affordable housing provider, for any additional costs incurred as a result of the agreed provision of 'off site' affordable housing, or a commuted payment. | | | | |
| Council Response | | | | |
| Policy DMP15 makes reference to 10 dwellings and where in the Council's opinion a site can accommodate 10 dwellings or more (even if less are proposed) the Council will seek to obtain affordable housing. The provision of off-site contribution in lieu will be cost neutral compared to on-site provision. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.8 | Dr Michael GP Maguire | |
| Comments | | | | |
| Paragraph 9.8, the technical reference to 'toolkits', should be replaced with a more general reference to 'an acceptable financial appraisal, such as the GLA | | | | |

| | | | | |
|---|--|--|--|--|
| Affordable Housing Toolkit, or similar financial modelling'. | | | | |
| Council Response | | | | |
| The reference to viability assessments is now 'in a format to be agreed to be agreed with the Council'. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.9 | Dr Michael GP Maguire | |
| Comments | | | | |
| Paragraph 9.9, the reference to the "artificial subdivision of sites" should be incorporated as an explicit policy, as per Policy DPH 14. Paragraph 9,9, the criteria a - e should be similarly incorporated as explicit policy, as per DPH 14. | | | | |
| Council Response | | | | |
| Sub-division of sites is adequately covered in the London Plan/Housing SPG. This is not considered necessary, guidance on viability assessments is included in NPPG and the London Housing SPG. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.11 | Dr Michael GP Maguire | |
| Comments | | | | |
| Paragraph 9.11, should also be incorporated as explicit policy, as per Policy DPH 15. | | | | |
| Council Response | | | | |
| The requirement to provide an appropriate mix of dwelling sizes for housing developments is set out in national policy. The design and appearance of affordable housing should be of a high quality in accordance with the relevant design policies set out in the London Plan and Housing SPG | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.13 | Dr Michael GP Maguire | |
| Comments | | | | |
| Paragraph 9.13, a rental level of up to 80% of the local market rent is inconsistent with the Policy DMP 36 objective of emphasising the provision of social housing to meet local needs; as a rental level of this scale is effectively a form of 'Intermediate Housing' and, therefore, the rental equivalent of Shared Ownership Housing. The cost of Intermediate Housing is such that it can only realistically provide accommodation for a minority of Brent households who require affordable housing. | | | | |
| Council Response | | | | |
| It is agreed that without benefit support affordable rent is unlikely to meet the needs of the majority on priority housing need. Nevertheless, Government and Mayor funding regimes plus other housing legislation changes mean that realistically social rent dwellings will be the minority of new affordable dwellings in the future. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Paragraph | DMP 37 | Dr Michael GP Maguire | |
| Comments | | | | |
| Policy DMP 37 should set minimum and maximum types of dwelling sizes (three and one bedroom etc) provision requirements, subject to site suitability, as per the supporting text paragraphs 9.18 & 9.21 and also per Policy DPH 9. | | | | |
| Council Response | | | | |

This approach is considered too prescriptive. For affordable dwellings radical changes such as benefits alterations (such as the bedroom tax) can quickly make needs figures out of date. For market housing the reality is that at appeal Inspector's generally place more weight on the developer's understanding of what the market can deliver and what is viable, than the local authority. The target of CP2 of 25% family homes along with supporting evidence from the SHMA provides sufficient weight for the Council in its negotiations in meeting national and London policies for balanced housing provision that meets local needs.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------|-----------------|-----------|----------------------|
| Chapter 9 : Housing | Work-Live Premises | DMP 37 | Anon | Anon |
| Comments | | | | |
| It is time these were no longer permitted in houses where it means a loss of a residential unit. To me doctors surgeries are not compatible within in a house conversion especially when it is more than single doctor/dentist. The situation at the dentists in Park Ave, the doctors on Chichele Road or the one on Walm Lane means that ramps are required usually the whole of the front and rear gardens are converted into parking for staff parking plus `Brent them allocates further street parking for the doctors. The loss of a housing unit and the consequences is no longer appropriate There are vacant shops in both primary and secondary retail areas that should be used The old High streets usually have good public access controlled parking and usually level access too I accept that a doctor or dentist surgery is not retail but they do have a big "footfall" that is visitor numbers that would help the high street A surgery is no worse than a bank by way of retail use as both draw customers to the area. PROPOSAL: No more surgery conversions (unless strictly sole practise) in residential units | | | | |
| Council Response | | | | |
| DMP 37 relates to Dwelling Size Mix the conversion of residential units into surgeries is not addressed by this policy. The acceptability of change of use of residential will be assessed taking into account potential for significant adverse harm from its activities and the need for the surgery. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|----------------|----------------------|
| Chapter 9 : Housing | Table | 2 | Robert Dunwell | QARA |
| Comments | | | | |
| Priority Dwelling Mix – this table is nonsense as it neglects to define to what the “numerals 1,2,3 and 4 refer! | | | | |
| Council Response | | | | |
| This table has been removed. The mix will be informed by the latest SHMA that is available at the time. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------------------------|-----------------|---------------|----------------------|
| Chapter 9 : Housing | Maximising Housing Supply | DMP 38 | Brendan McRae | Macaire Enterprises |
| Comments | | | | |
| The draft wording of DMP 38 does not go far enough to secure that new housing sites must deliver the maximum residential yield appropriate to the site. The draft further alterations to the London Plan (2014) indicate Brent's housing supply target will be increased to a minimum 15,253 dwellings between 2015 and 2025, with an annual monitoring target of 1,525. This is a 43% increase above the 2011 minimum target of 10,650. It is imperative that Brent policy is unambiguous in its support for meeting these targets. To ensure the residential yield of sites is maximised, we consider the policy should be amended to read: New housing development must be designed to realise its full potential residential capacity by making the very best use of its general locational and particular site opportunities. | | | | |
| Council Response | | | | |
| This issue has been removed from Policy in the DMP as it is considered it is sufficiently covered in the London Plan policies and Housing SPG. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------------------------|-----------------|----------------|----------------------|
| Chapter 9 : Housing | Maximising Housing Supply | DMP 38 | Robert Dunwell | QARA |
| Comments | | | | |
| b – delete the words “and would result in the loss of no more than one unit”. Reason: does LBB require family accommodation or not? The phrase “Having your cake and eating it springs to mind”! | | | | |
| Council Response | | | | |
| London Plan policy 3.14 does not permit a net loss of housing units. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.24 | Robert Dunwell | QARA |
| Comments | | | | |
| similar deletion as per para. 7.2 above. | | | | |
| Council Response | | | | |
| London Plan policy 3.14 does not permit a net loss of housing units | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|--------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.26 | Blair Thorpe | N/A |
| Comments | | | | |
| <p>In conversions no matter what size the building first was the number of flats can cause problems in that the original building was not designed for such intensive use thus communal hallways are too narrow front gardens not big enough for bikes bins and cars without too much compromise. I feel there should be something about the facilities and access This is why in the past larger blocks of flats were purpose built so that such things can be accommodated I feel at least the minimum area should be bigger and communal areas must be adequate</p> <p>PROPOSAL" increase size to 160sq meters and relate total number of flats to size of hallways bulk storage capacity bin and bin stores without compromising on the soft landscaping (50%)</p> <p>Your policies don't mention the need for storage of bulky items wardrobes are enough there needs to be a area/cupboard for large items Communal purpose built flats in old days always had a storage lockers included</p> | | | | |
| Council Response | | | | |
| The figure of 130sqm is an increase in the 110sqm required in the UDP 2004. This figure was selected as the minimum required to meet current London Plan minimum floor areas (consistent with national described standards) while also providing an acceptable quality of housing including a family unit. In addition to this standard 4.1.2 states that dwelling plans should demonstrate that dwellings will accommodate the furniture access and activity space requirements relating to the declared level of occupancy. All new developments within Brent have to comply | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.38 | Robert Dunwell | QARA |
| Comments | | | | |
| see earlier comments regarding the necessity of SPD17 before continuing with this DDMP. | | | | |
| Council Response | | | | |
| Noted please see earlier response | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------|-----------------|----------------|----------------------|
| Chapter 9 : Housing | Conversions | DMP 39 | Robert Dunwell | QARA |
| Comments | | | | |
| a – Delete the 130sqm stipulation (No rational given for this change!), revert to previous 110sqm but keep the inclusion of 3 bedroom unit. | | | | |
| Council Response | | | | |
| The use of the original size minus extensions is not considered appropriate as applications have to relate to what is there currently. The criterion is used as it essentially reflects a size that can incorporate a 1 and 3 bed property when taking account of London Plan standards. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Conversions | DMP 39 | Dr Michael GP Maguire | |
| Comments | | | | |
| Policy DMP 39, the word '(unextended)' should be added to criterion a), to elaborate the "original floor area" requirement. | | | | |
| Council Response | | | | |
| The use of the original size minus extensions is not considered appropriate as applications have to relate to what is there currently. The criterion is used as it essentially reflects a size that can incorporate a 1 and 3 bed property when taking account of London Plan standards. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------------------------|-----------------|---------------|----------------------|
| Chapter 9 : Housing | Housing Standards and Quality | DMP 40 | Brendan McRae | Macaire Enterprises |
| Comments | | | | |
| The draft wording of DMP 40 indicates residential schemes should provide external private amenity space of 20sqm per flat and 50sqm for family housing. The level of external amenity space appropriate to a development should be determined on a site by site basis. This helps ensure the supply of housing is not unnecessarily constrained by the need to deliver amenity spaces in accordance with a standard rather than demonstrated need. Sites for new housing, particularly in urban areas where higher densities are both sought and are achievable, are essential to meeting Brent's housing targets. These sites should be allowed the maximum flexibility to deliver development. We consider the reference to amenity space targets should be deleted, or at least revised to achieve compliance with the London Plan Housing SPG (2012) that seeks 5sqm of space per 1-2 person dwellings, and an extra 1sqm for each additional occupant. | | | | |
| Council Response | | | | |
| Appropriately sized gardens as set out in DMP40 are based on the NPPF requirement for comprehensive policies that set out the quality of development that will be expected. However it is recognised that not all developments will be able to meet this target. Paragraph 10.41 provides an approach towards amenity space which allows for flexibility. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------------------------|-----------------|---------------|----------------------|
| Chapter 9 : Housing | Housing Standards and Quality | DMP 40 | Anne Clements | Quintain |
| Comments | | | | |
| The Council's requirement for amenity space normally comprising "20sqm per a apartment and 50sqm for family housing including ground floor flats" should be clarified so that along side private balconies and terraces appropriate account can be taken of shared play space and communal gardens for residents provided in many flatted developments. | | | | |
| Council Response | | | | |
| The policy explanation makes reference to these other forms of communal provision being appropriate in meeting the standard. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.43 | Robert Dunwell | QARA |
| Comments | | | | |
| Last sentence – insert “the council will normally resist - - -” (individual circumstances may give rise to this being allowed. | | | | |
| Council Response | | | | |
| The use of normally is not favoured in policy by Inspectors. The policy is clear, material considerations will indicate if circumstances provide for exceptions to be made. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|----------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.41 | Robert Dunwell | QARA |
| Comments | | | | |
| see earlier comments regarding the necessity of SPD17 before continuing with this DDMP. | | | | |
| Council Response | | | | |
| Noted please see earlier response | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|--------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.45 | Blair Thorpe | N/A |
| Comments | | | | |
| In conversions the dividing up of rear gardens into little squares is not appropriate it means that non are big enough to accommodate trees etc as it leads to too much shading If rear gardens are directly accessible to each flat then the majority of rear garden should be communal PROPOSAL: restrict the dividing up of rear gardens to a min size or ban unless flat has direct access | | | | |
| Council Response | | | | |
| Gardens will generally be associated with the ground floor flat as this will be the family unit. Where gardens are shared it will be necessary to some screening and planting to ensure the privacy of the residents of the ground floor flat. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|------------------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Hostels and HMOs | DMP 41 | Dr Michael GP Maguire | |
| Comments | | | | |
| Policy DMP 41, and its supporting text, should specify that these types of accommodation, with their shared facilities, are 'non-self contained accommodation'. The section of Policy DMP 41, referring to the "loss of non self contained accommodation" should be a separate specific policy. | | | | |
| Council Response | | | | |
| The policies in this section have been rationalised for the sake of brevity. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Paragraph | 9.74 | Dr Michael GP Maguire | |
| Comments | | | | |
| Paragraph 9.74 states "Brent has 30 pitches, this is a larger provision than most London Boroughs and meets a reasonable amount of demand for sites". Where is the empirical evidence to substantiate this assertion ?. If Brent has made a larger proportional provision, it is because Brent has more Travellers than many | | | | |

other boroughs. I particularly note in this context, that there is no reference to any specific Gypsy and Traveller accommodation studies in the Evidence Base cited at the end of this Housing Chapter. Nor any recent empirical information in the accompanying Sustainability Appraisal (see my comments on this specific Consolation). This factual omission, and the corresponding lack of specific policy, is not because of a lack of empirical information showing the need for further Traveller pitches in Brent, as this requirement was clearly demonstrated in a detailed research study commissioned by the GLA several years ago (2009-2010). A follow up study by Brent Planning and Housing officers identified the requirement for at least one new Travellers Site. However, this GLA study was not incorporated in the London Plan because of the resolute refusal of a number of boroughs to accept their proportional additional pitch allocations. Similar opposition by some Brent councillors and senior officers prevented further additional site identification progress. Even though this Brent research project had shown that the Lynton Close Travellers Site was located in an environmentally unsuitable area, being subject to pollutants from adjacent industrial and waste storage activities. And that it provided insufficient accommodation to meet identified Travellers needs. Given that Travellers (Irish and Scottish) and Gypsies (Roma and Sinti) are legally defined as ethnic minorities, on account of their historic discrimination and poor socio-economic status, the Plan's failure to recognise the need to make further specialised accommodation provision, expressed in a dedicated policy, could represent indirect decimation; contrary to both British and European human rights and anti-discrimination legislation. It is inappropriate to argue that this draft Plan should not provide a specific development management policy in respect of such a specialised accommodation sector because there is a relevant Core Strategy policy. Particularly, as a number of other development management housing policies could be deleted on the basis of this argument.

Council Response

The Plan addresses development management policies and is not an allocations plan. Since the adoption of the Core Strategy the NPPF along with a simultaneous publication of guidance on gypsies and travellers has given updated advice on this issue. Realistically a West London approach to understanding needs and planning for its provision needs to be in place to address identified needs and policy move forward from that. Until then the Core Strategy policy provides a sufficient policy basis along with NPPF and associated guidance on which to base any decision for any application received.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|---------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Other | | Dr Michael GP Maguire | |

Comments

Residential Standards The reference to 'studio' requirements, should be expanded to emphasise that these provide 'single habitable room accommodation, with separate kitchen and bathroom areas'. The "GIA" reference in the Residential Standards table should be elaborated as 'Gross Internal Area' and specifically delineated as being 'sq,metres'. Child Yield Modelling The 'Wandsworth Model', for calculating the likely number of children that will be housed in different dwelling size and tenure type accommodations, is an inappropriate methodology for Brent, which has a very different demographic composition than Wandsworth. The unsuitability of applying the Wandsworth Model to Brent was demonstrated during the Council's negotiations on the Quintain /Wembley development.

Council Response

Noted

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|-------------------|-----------------|--------------|----------------------|
| Chapter 9 : Housing | Other Conversions | N/A | Blair Thorpe | N/A |

Comments

It is time these were no longer permitted in houses where it means a loss of a residential unit. To me doctors surgeries are not compatible within in a house conversion especially when it is more than single doctor/dentist. The situation at the dentists in Park Ave, the doctors on Chichele Road or the one on Walm Lane means that ramps are required usually the whole of the front and rear gardens are converted into parking for staff parking plus `Brent them allocates further street parking for the doctors. The loss of a housing unit and the consequences is no longer appropriate There are vacant shops in both primary and

secondary retail areas that should be used The old High streets usually have good public access controlled parking and usually level access too I accept that a doctor or dentist surgery is not retail but they do have a big "footfall" that is visitor numbers that would help the high street A surgery is no worse than a bank by way of retail use as both draw customers to the area.

PROPOSAL: No more surgery conversions (unless strictly sole practise) in residential units

Council Response

Noted. It is considered that this is unrealistic as these uses are not identified as a main town centre use for sequential purposes. Policy DMP 16 now makes reference to not allowing loss of housing unless c) providing social or physical infrastructure to meet an identified local need.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------|-----------------|------------|---------------------------------|
| Chapter 9 : Housing | Student Housing | DMP 42 | John Smith | CgMS on behave of Unite Housing |
| Comments | | | | |
| <p>The strategic development plan requirement to ensure the needs of all sectors of housing requirement should be taken into account and that this must be reflected in an up-to-date development plan. The London Plan states that Boroughs need to ensure that strategic and local need for student housing is met without compromising capacity for conventional homes and this accommodation type, whilst forming part of overall housing delivery. In our client's opinion the emerging Local Plan fails to reflect the needs of the student accommodation across London and particularly in Brent.</p> <p>As currently drafted Policy DMP 42(a) essentially introduces a punitive restriction prohibiting student accommodation on sites that are suitable for self-contained housing.</p> <p>The will restrict delivery / supply of student accommodation and will therefore prejudice the Council's ability to meet this need. In doing so, the emerging Local Plan Policy is not justified and fails to comply with government guidance and the strategic development plan, as required by paragraph 182 of the NPPF.</p> <p>The London Plan highlights the strategic requirement to ensure student accommodation demand across London is met (Policy 3.8). Research published by Deloitte Real Estate in 2013 reports:</p> <ul style="list-style-type: none"> ? that the number of students in London rose to 294,555 in 2013/14 ? and the number of purpose-built student bed spaces rose to 66,787. <p>This represents just 22% of total provision within purpose built student accommodation.</p> <p>Mindful of the London Plan policy requirement to ensure student accommodation strategic need is met, it is clear the restrictive approach amplified within the emerging Development Management Policy cannot be supported. As drafted, the policy effectively reserves every potential development site for conventional housing as an initial priority. Bearing in mind the vast majority of sites suitable for student housing would also be suitable for student housing, the potential for any site to accommodate student housing is quashed.</p> <p>Given the identified existing and ongoing need for additional purpose-built student accommodation (referred above at a strategic and local levels), the proposed requirement, over and above the requirement to ensure student accommodation does not compromise capacity to deliver conventional dwellings, is unduly restrictive. Further, this approach conflicts with Policy 21 of the NPPF which requires LPAs to draw up Local Plans which positively and proactively encourage sustainable economic growth. The London Plan Paragraph 3.52 recognises that London's universities make a significant contribution to its economy and labour market and it is important that their attractiveness and potential growth are not compromised by inadequate provision for new student accommodation.</p> <p>The restrictive policy for provision of student accommodation as detailed in the emerging Local Plan is therefore unnecessary and will potentially prejudice the Council's ability to meet student accommodation need. This in turn conflicts with London Plan aspiration to ensure the attractiveness of London's universities is maintained (Paragraph 3.52).</p> <p>The Draft Plan is therefore contrary to the adopted London Plan, Policy 3.8(B)(h) which requires specific types of housing need to be addressed in development plan documents. The Council's objective to protect conventional housing supply can be met through the established London Plan test (Policy 3.8B(h)).</p> <p>The London Plan seeks to ensure that student accommodation need should be accounted for whilst not prejudicing supply of conventional housing (Policy 3.8).</p> | | | | |

The restrictive nature of the draft policy is considered unnecessary as the Council's plan monitoring confirms that both the 5-year and 10-year housing land supply target (including an additional 5% buffer) is forecast to be met. The proposed requirement to ensure student accommodation forms part of a mixed use development is therefore unnecessary. Two key factors are relevant: (a) Brent demonstrate conventional housing land supply is met and (b) purpose built student accommodation has a positive impact upon conventional supply.

Brent have demonstrated a deliverable 5-year conventional housing land supply, meaning the provision of student accommodation will not compromise the borough's capacity to meet this need. Analysis of housing monitoring data confirms a 5 and 10 year supply of deliverable housing will be achieved and it is therefore demonstrated that Brent can comfortably achieve a short and medium term conventional housing supply. Consequently, there is no strategic policy basis to restrict student housing supply over and above the policy test within the London Plan. Conversely we believe purpose built student accommodation will free up demand for conventional housing and therefore increase supply overall.

This is supported by the sub-text to the draft Policy the Appeal Inspector within decision reference A/12/2173692 (Pooley Street, LBTH), stating: -

"the development will increase the supply of student accommodation and will do so without, in my view, materially compromising the delivery of conventional housing. In fact, it is likely to lead to an increase in the supply of housing available to the conventional market."

The requirement for some flexibility in this regard is emphasised by the South West London Strategic Housing Market Assessment (SHMA) 2011 which confirms:-

"The impact that student lets can have on a local housing market is to distort the availability of certain sizes of property which may, otherwise, be available for families in need."

No planning policy basis exists to pursue student accommodation as part of a mixed use development, particularly as an adequate housing land supply exists.

The impact of student housing upon conventional supply is further referred to by appeal inspector in his decision (Blackburn Road, ref A/10/2127151) where the London Borough of Camden sought to argue development of purpose built student accommodation represented a 'lost' opportunity to provide conventional dwellings. This was despite evidence to demonstrate the Borough could demonstrate a 5-year land supply of housing and notwithstanding the Mayoral objective that housing targets do not represent maxima. The inspector stated: -

"While these targets are not ceilings, and the Council has an expectation that the targets will be exceeded, I am not convinced that the proposed scheme would undermine the Council's housing objectives."

Mindful of housing supply analysis, it is therefore demonstrated that the requirement that sites where self-contained housing could be reasonably be expected is onerous, conflicts with the strategic development plan and cannot be supported.

Council Response

It is recognised that students form a significant proportion of the population and provision of accommodation for them is needed as part of a balanced and mixed communities. The large-scale provision by specialist providers in the Borough, particularly in Wembley has been positive, which has been included in a revised policy explanation for the Accommodation with shared facilities/additional support policy. Wembley Area Action Plan has a 20% limit on student proportion of the population. The policy explanation also deals with potential adverse impacts of an over-concentration of uses which can be dealt with through the General Development Management Policy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------------|-----------------|------------|---------------------------------|
| Chapter 9 : Housing | Student Housing | DMP 42 | John Smith | CgMS on behalf of Unite Housing |
| Comments | | | | |
| <p>The proportion of wheelchair accessible rooms</p> <p>Draft Policy DMP42(b) requires 10% of all bed-spaces to be wheelchair accessible. The policy as drafted is not supported as it fails to reflect the strategic development plan and supporting Mayoral Guidance. Student accommodation possesses different requirements in this regard to conventional housing and therefore proposals for this specialist accommodation need should be determined on a case by case basis. This is reflected in the adopted London Housing SPG</p> | | | | |

produced by the GLA (November 2012) which notes: -Mayor Housing SPG paragraph 3.1.24 (Identifying Housing Need): “Guidance on implementing Policy 3.8B(d) (wheelchair accessible housing) is given in paragraph 2.1.18 of this SPG, in the housing design standards of Part 2 and in Annex 2...”

? Paragraph 2.1.18 forms part of the Introduction of the detailed housing design requirements set out in Section 2 of the SPG “Quality”. This paragraph is ambiguous/silent regarding student accommodation and the 10% requirement.

? The housing design standards of Part 2 confirm simply 10% of new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users (Baseline Standard 4.9.1).

? Paragraph 2.1.14 (within the Introduction to housing design standards of Part 2) refers to the “Baseline” and “Good Practice” standards and states “The standards do not apply to specialist forms of housing including student housing...”

It is therefore considered that Policy H7 is amended and paragraph 5.47 in particular is deleted in order to reflect the latest definition within the GLA Housing SPG. This approach is supported by a robust evidence base regarding demand for wheelchair accessible student accommodation. This is highlighted immediately below.

Unite currently have only one wheelchair using student in their entire London portfolio of 7926 beds. In 08/09 one accessible room was rented to a wheelchair user and another was rented to an able-bodied user. 87 units went unrented that year. Similarly in 09/10 one was rented to a wheelchair user, one to an otherwise disabled user, 27 to able-bodied users and 67 went unrented. In terms of the nationwide picture, according to the latest HESA data there were circa 900,000 fulltime students in 2007/08 throughout the UK. Of these only 2,500 were wheelchair students equating to less than 0.1% of the total. The enclosed accessibility evidence provides further information of the level of provision against current need.

Allowing wheelchair requirements within student accommodation schemes to be determined individually ensures that appropriate provision can be made to meet identified demand. It is clear that the emerging Local Plan cannot be considered sound in this regard as it does not reflect the Mayor Housing SPG.

The baseline policy position at a strategic level is provided at Policy 3.8Bd which requires that ten per cent of new housing is designed to be wheelchair accessible or easily adaptable for residents who are wheelchairs users. The consequence of this policy has been that boroughs, both in preparing their LDF documents and in planning decisions, have taken this literally and sought 10% minimum wheelchair provision for all forms of housing including student housing.

This is despite the GLA Housing SPG explicitly excluding student housing from the London Plan housing standards. Thus at a strategic level there is consequently no policy requirement to meet 10%. The reality is that typical demand from students per annum falls well below the 10% mark. This is evidenced by UNITE’s experience in relation to this provision which highlights that only one wheelchair unit has been required this year. Over the last two years UNITE have had no wheelchair users in their London estate, which currently has 430 wheelchair units available. Further, Building Regulations require that 5% of units are wheelchair accessible. This ensures that, whether there is a planning policy position on wheelchair housing or otherwise, an element of wheelchair accessible units is provided which is more in line with typical demand for such units.

One of the consequences is that in order to meet the requisite design standards which are larger than general units fewer standard units per proposal can be provided. This has the knock on effect of reducing the number of units to achieve the London Plan standards whilst also reducing the potential supply and thus potentially impacting on the supply of conventional homes.

We would stress that UNITE are committed to providing wheelchair accessible units and ensuring their student accommodation schemes are inclusive to all. UNITE operate a policy of meeting the needs of an individual user and not applying a one size fits all policy. Indeed, should individual bedrooms need to be adapted, this can be done quickly and relatively easily to meet requirements particularly given the nature of student accommodation where ‘sign up’ is carried out in advance of the term starting. It is therefore not considered necessary to overprovide on disabled facilities which will not be used. UNITE have also worked in close liaison with the GLA Access Officer in outlining accessibility management plans to ensure that the management of those with accessibility issues are correctly addressed. Further, the 10% requirement was introduced in order to help meet a shortfall in the demand for wheelchair accessible housing within conventional housing. This is based on a demographic application to general housing and the population as a whole. The student demographic is generally between 18-25 years of age and there is consequently a much lower need for wheelchair users. As evidenced by UNITE’s own experience such demand does not exist for student accommodation.

Council Response

The policy has been amended, the amount of mobility housing will be related to evidence provided to justify any alternative proposed to London Plan standard approach for self contained properties.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|-----------------|-----------------|------------|---------------------------------|
| Chapter 9 : Housing | Student Housing | DMP 42 | John Smith | CgMS on behalf of Unite Housing |

Comments

Student housing schemes have a positive impact on local areas. Research and recent appeal decisions confirm that students support local services, shops and facilities by increasing demand and thus contributing to the local economy. It has been found that these services often improve benefitting those living in the area. The National Union of Students (NUS) estimates that 42% of students work part time which will benefit the local community.

Students also support local services, shops and facilities by increasing demand and thus contributing to the local economy. Moreover, according to Universities UK 'Universities: engaging with local communities' document (2010) the average spend by full time English students on living costs is £6,496. This equates to a £107million injection to London's economy, supporting £80billion of UK economic output and 83,000 jobs. These are enormous contributions to the local economy, recognised at Paragraph 3.52 of the adopted London Plan.

Further, there could be longer term impacts as students often seek other accommodation in the same area after leaving dedicated accommodation. This contributes to creating a stable community by encouraging people to stay and bring up their families in the Borough. UNITE's experience is that there are also limited objections to their proposals from neighbouring occupiers including residents. Student housing schemes also maintain the existing character of the areas in which they are located.

UNITE are also a well established student accommodation provider, experienced in managing student accommodation in London and across the country. All their properties are operated in accordance with the Company's 'Student Management Plan' which ensures they are occupied in a manner that protects the amenity of local residents. All students are required to enter into a lease agreement to ensure that the Management Plan is adhered to. This helps safeguard the amenities of the locality.

It is therefore considered that there is adequate policy protection at strategic level to ensure mixed and balanced communities which is not required to be repeated at local level. In any case student housing schemes contribute to mixed and balanced communities which are suitably managed.

Council Response

It is recognised that students form a significant proportion of the population and provision of accommodation for them is needed as part of a balanced and mixed communities. The large-scale provision by specialist providers in the Borough, particularly in Wembley has been positive, which has been included in a revised policy explanation for the Accommodation with shared facilities/additional support policy. Wembley Area Action Plan has a 20% limit on student proportion of the population. The policy explanation also deals with potential adverse impacts of an over-concentration of uses which can be dealt with through the General Development Management Policy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|-----------------|-----------------|------------|---------------------------------|
| Chapter 9 : Housing | Student Housing | DMP 42 | John Smith | CgMS on behalf of Unite Housing |

Comments

The Draft Policy and supporting text at paragraph 9.64 in this regard will constrain the supply of purpose built student accommodation as it restricts the ability to meet identified demand at local and regional level. This element of the draft Local Plan directly contradicts with London Plan Policy 3.8B(h) and also with the Adopted Housing Supplementary Planning Guidance (SPG) published by the GLA in November 2011.

Policy 3.8B(h) requires boroughs to account for strategic need. This need is referred to above, at London-wide and sub-regional levels. Further, paragraph 3.1.59 of the Housing SPG states: -

“In considering LDF policy approaches to, and proposals for new student accommodation, boroughs should not constrain provision which meets strategic as well as local needs.”

The Policy conflicts with paragraph 3.53B which states student accommodation will be secured by planning agreement or (my emphasis) condition relating to the use of the land or occupation by members of a specific educational institution. In order that the proposed Policy is sound it should be widened to reflect the London Plan.

In addition we would add that the commercial reality is that HEI's do not generally want to get drawn into long term nomination agreements for a variety of reasons including for example the use of limited available financial capital towards this versus improving teaching facilities.

Council Response

FALP 2014 para 3.53b states that Student accommodation should be secured as such by planning agreement or condition relating to the use of the land or to its occupation by members of specified education institutions. Where there is not an undertaking the providers should deliver an element of affordable housing. This is reflected in the proposed re-wording of the policy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|-----------------|-----------------|------------|---------------------------------|
| Chapter 9 : Housing | Student Housing | DMP 42 | John Smith | CgMS on behalf of Unite Housing |

Comments

The draft policy seeks that student housing schemes do not consist predominantly of self-contained studio type accommodation. Whilst Policy 3.8 of the London Plan seeks that there is a choice of homes to cater for different sizes and types of dwellings, there is no strategic policy requirement relating to student housing. Nevertheless the type of schemes brought forward by UNITE and other student housing providers generally comprise a mix of unit types with the majority comprising cluster units. Indeed the provision is also based on market demand. With a focus on affordability there has been a recent trend on not only the delivery of more cluster units, but larger cluster units. This therefore not only satisfies the requirement to provide a mix of units, but are not predominantly self-contained accommodation whilst also being more affordable.

Council Response

The concern about the provision of studio units was predominantly related to the experience the Council has associated with conversion of existing dwellings by small scale operators, rather than the large scale purpose built providers. On balance it is considered that this issue is best addressed through DMP1 related to a judgement on the quality of the accommodation proposed.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|-----------------|-----------------|----------------------------|--------------------------|
| Chapter 9 : Housing | Student Housing | DMP 42 | Stuart Murray & Jon Aubrey | Greater London Authority |

Comments

The policy should also require that student accommodation should be secured by planning agreement or condition relating to the use of the land or to its occupation by members of specified educational institutions. Where such an agreement is not in place an element of affordable student accommodation should be provided as per paragraph 3.538 in the Further Alterations to the London Plan (FALP). The Mayor's Academic Forum will provide information for the delivery of affordable student accommodation, which could be incorporated into a future draft of this DPD.

Council Response

Added to the policy, plus further reference to Policy 3.8 and the Housing SPG re: affordable student units.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------------------|-------------------------|-----------------|-------------------|--------------------------|
| Chapter 9 : Housing | Specialist or Supported | DMP 43 | Stuart Murray and | Greater London Authority |

| | | | | |
|--|------------------------------|--|-----------------|--|
| | Accommodation Providing Care | | Jonathan Aubrey | |
| Comments | | | | |
| The FALP has introduced new benchmarks in Annex 5 for specialist housing for older people that Council should consider referring to in their policy. | | | | |
| Council Response | | | | |
| Noted. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--|-----------------|-----------------------------------|--------------------------|
| Chapter 9 : Housing | Specialist or Supported Accommodation Providing Care | DMP 43 | Stuart Murray and Jonathan Aubrey | Greater London Authority |
| Comments | | | | |
| The FALP has introduced new benchmarks in Annex 5 for specialist housing for older people that Council should consider referring to in their policy. | | | | |
| Council Response | | | | |
| Noted. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--|-----------------|----------------|---|
| Chapter 9 : Housing | Specialist or Supported Accommodation Providing Care | DMP 43 | Sarah Chaudhry | Property and Projects Department, Brent Council |
| Comments | | | | |
| Specialist or support accommodation providing care –Where this is Independent Living accommodation, we would seek that this would contribute to affordable housing targets | | | | |
| Council Response | | | | |
| Where this is self-contained and falls within the definition of affordable housing, this will be the case. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------------|-----------------|---------------|----------------------|
| Chapter 9 : Housing | Overall Chapter | | Matt Fielding | N/A |
| Comments | | | | |
| DMP 36 /37 40 – the removal of ‘target’ and inclusion of ‘minimum’. Too often have councils been bullied by housing developers, who have often bought the land in full knowledge that the council will never get the targets it wishes. Land is one of the council’s major assets, and it has to be used wisely. Brent is in a strong position here and should be more assertive. All of section 9 – making an explicit note in all DMP sections here that the goal of getting more housing is long term in nature, and must take into account other sections of the DMP (particularly section 2 and section 10 for social infrastructure, particularly protecting assets that offer some form of community benefit). I see you do this in DMP 44, so should also consider the other way otherwise it appears more housing is the primary goal above all else. | | | | |
| Council Response | | | | |
| Consistent with London Plan policy the Council will seek to maximise the amount of affordable housing delivered on housing sites. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------|-----------------|-----------------|-----------------------|----------------------|
| Chapter 9 : Housing | Overall Chapter | | Dr Michael GP Maguire | |
| Comments | | | | |
| 3. Housing, Chapter 9 | | | | |

3.1 Reference is made for comparative purposes to specific policies in the Preferred Options Draft Plan (2007, see above), which are denoted as 'DPH 14' etc.
Structure of Housing Chapter

3.2 Policy DMP 38 Maximising Housing Supply should be the 'opening' policy in this chapter, so as to set its overall contextual objectives.

3.3 Similarly, Policy DMP 40 Housing Standards and Quality, should be the 'second' policy in this chapter, so as to emphasise its key overarching importance.
Introduction

3.4 Paragraph 9.3 states that Brent's annual housing target will rise, as proposed in the emerging Further Alterations to the London Plan, from 1.065 homes to 1.525. This target has been included as a Delivery and Monitoring indicator (Table 9, page 93). But no information is provided as to how this 43% increase can be sustainably achieved.

3.5 Paragraph 9.4 states "This chapter sets out how planning decisions will be made in support of Core Strategy policies CP2 and CP21 in particular". Specific reference should also be made to Core Strategy Policy CP6 Design and Density in Place Shaping, given its crucial significance for sustainable housing development.

Council Response

The section has been amended so that it does not repeat London Plan policy which is part of the development plan but makes appropriate reference to it. All relevant policies within the development plan are material in the determination of planning applications, the order in which they appear in the documents is not relevant, unless specific reference is made to their prioritisation being related to the order in which they are in.

The target for Brent within the London Plan has been approved through the Examination process and has been adopted. It is a target that Brent will be expected to show it can achieve when it brings forward its next Borough wide Local Plan or Site Allocations Policies.

Suitable reference is made to the need for design quality within the document.

Chapter 10: Social Infrastructure

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------------------|-----------------|-----------------|---------------|----------------------|
| Chapter 10: Social Infrastructure | Overall Chapter | | Matt Fielding | |

Comments

I would strongly urge the council to have a specific pub protection policy, given the issues it has had over the years. See comments above that are relevant (but not exclusively so). A full pub protection policy would ensure proper scrutiny of planning applications in an area where the council is fully aware there are issues. It is not sufficient for this to be dumped in 'social infrastructure', which can be easily side-stepped by a canny developer with far more resources than the council at its disposal. Having a robust policy in this area would seek to safeguard the council from being caught blindsided by a canny developer, from having to spend a great deal of time and money on the 'right decision' where council policy is vague, and would ensure it is proactive about the issues I, and many other residents have sought the council to tackle on our behalf. Many other councils have specific policies to protect their pubs, and Brent should be no different. We have been promised a proper policy for well over a year now, and the council have been offered support in generating one. Everyone has priorities, but this is one chance every few years that the council has to put things right in a policy, so as to prevent future issues down the line. It would be a short term piece of work for hopefully a long term benefit. Unfortunately, this is the one section where I still do not think you are doing enough. As a resident I would like you to put this right. The last time I tried to write to my councillors I got a fairly lacklustre response (in one case I had to repeatedly chase), but I am doing so again just in case they have had a change of heart and so they are aware their residents have views which they would like them to put forward on their behalf. Councillors, if you would like any further detail in making representations on my behalf and of your residents I'm happy to elaborate on any points further. I trust you are also responding to the consultation.

Council Response

A specific pub protection policy has been added to the DMP in response to comments.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------|-----------------|----------------|----------------------|
| Chapter 10: Social Infrastructure | Overall Chapter | | Paul Edgeworth | N/A |
| Comments | | | | |
| <p>As a Brent resident I am responding to the Council's Development Management Policies consultation.</p> <p>With regard to Section 10 of the consultation, given the amount of pubs in the borough that have been lost of the past few years, and the threats to other pubs from developers, I think it is imperative that the Council also implements a policy specifically for pubs.</p> <p>Pubs are unique as community hubs and focal points of an area, and should have special protections and considerations in the planning process when they are under threat from demolition or change of use.</p> <p>A proper pub protection policy would make sure that proper scrutiny and consideration is given to applications to demolish or change the use of local pubs. Many other London boroughs have such pub protection policies in place, and I know that the Campaign for Real Ale can provide advice and a template/suggested policy if that would be helpful.</p> <p>Considering pubs in a catch-all 'social infrastructure' category/policy is not sufficient to protect community pubs from aggressive and often unwanted development, where developers can undermine pubs by claiming that they are not viable.</p> <p>I would also like the Council to consider Asset of Community Value status as a material planning consideration. (Section 10.7)</p> | | | | |
| Council Response | | | | |
| A specific pub protection policy has been added to the DMP in response to comments. Supporting text clarifies significant weight will be given to the protection of Assets of Community Value. This will be a material consideration. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|--------------------|----------------------|
| Chapter 10: Social Infrastructure | Paragraph | 10.1 | Cathleen Munonyedi | N/A |
| Comments | | | | |
| I would advocate the inclusion of policies relating to the provision of facilities relating to the arts and cultural including theatres, art galleries within the social infrastructure section, cross-referencing the Open Space policies and pre-ambles with the Brent's Cultural Strategy. | | | | |
| Council Response | | | | |
| DMP44 applies to social infrastructure, which includes community and cultural facilities. For clarification reference has been added to Brent's Cultural Strategy, and theatres and galleries have been included as an example of social infrastructure. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-------------------|----------------------|
| Chapter 10: Social Infrastructure | Paragraph | 10.3 | Francine Lawrence | N/A |
| Comments | | | | |
| Willesden Green has lost its Library. This was a DISASTER for the community. We now see the flats in the replacement development on sale in SINGAPORE. It | | | | |

is understood that one investor has bought the WHOLE building. And the THERE ARE NO AFFORDABLE FLATS in the final development as originally promised.

Council Response

A new cultural centre including a library will be provided as part of the redevelopment. In the interim temporary libraries are located at the Lewison Centre and George Furness House. The Council cannot use planning powers to prevent developers advertising properties for sale outside of the UK, however, the Mayor has a voluntary code, which all developers are encouraged to sign, committing to market homes to Londoners before, or at the same time as buyers from other countries. The Council's Core Strategy sets a target for schemes of 10 or more homes to provide 50% affordable housing. To be consistent with the National Planning Policy Framework (NPPF) this is subject to viability, and all schemes of this scale are accompanied by a viability assessment to provide evidence of the level of affordable housing which can be achieved. This assessment is scrutinised by the Council.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------------------|-------------------------------|-----------------|------------------|----------------------|
| Chapter 10: Social Infrastructure | Loss of Social Infrastructure | DMP 44 | Jennifer Cameron | N/A |

Comments

My comment here is in the form of a Question. If DMP 44 had been in force at the time, would Officers still have recommended demolition of the Queensbury? If, as I suspect, the answer is no, something in the Plan has to be changed. Please re-read the comments of objectors and note the numbers of signatures on petitions. It is absolutely clear that the community believe the Queensbury to be a vital piece of social infrastructure with the most heartfelt complaints being the loss of somewhere 'decent' to meet and talk. The Plan should have provisions that will ensure it cannot be demolished. Perhaps there should be a separate Pub Protection Policy along the lines of the CAMRA Model as I'm told has been adopted by a number of other Local Authorities but I think there is also a wider point. The assumption in DMP 44 and 10.6 is that pieces of social infrastructure are interchangeable and alternative provision elsewhere is a solution. It isn't in a case like the Queensbury where the building and its location and function are all interlinked. We don't value a Pub. We value that Pub in that Building at that Location and its integration into the street scene in that place. It's not what's at the new location that matters but that the fact that the old location and that opportunity for social intercourse in that place is lost for ever. A dead spot is created where a vibrant interactions took place. This happened when we lost the open space outside Willesden Green Library and the demolition of the Queensbury as recommended by Officers would have finished the job of destroying the Willesden Green community. Somewhere in the DMP there should be recognition that Planning is about communities not just the building blocks. The impact of successive planning Applications is cumulative and must be seen to be so. Seven huge blocks of new flats where there were none before and each application being looked at in isolation. This can't be allowed to continue and the Plan should do more than provide sound bites for quoting in reports.

Council Response

A specific pub protection policy has been added to the DMP in response to comments.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------------------|-------------------------------|-----------------|-------------|----------------------|
| Chapter 10: Social Infrastructure | Loss of Social Infrastructure | DMP 44 | Ian Elliott | Save the Queensbury |

Comments

Brent acknowledges the need to guard against the unnecessary loss of valued facilities and services but is not taking the appropriate steps to do so. DMP 44 states that loss of social infrastructure, including redundant premises and land, will only be acceptable in exceptional circumstances where: a. a replacement facility of at least equivalent quality and quantity is provided on the site or at a suitable alternative location; or b. it can be demonstrated there is no longer a need for the social infrastructure facility. Taking The Queensbury as an example, it is highly likely that officers would have reached the same conclusion within the policy above as they did in March 2014, recommending its demolition.

| Council Response | | | | |
|---|--|--|--|--|
| A specific pub protection policy has been added to the DMP in response to comments. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------------------|-------------------------------|-----------------|----------------|---|
| Chapter 10: Social Infrastructure | Loss of Social Infrastructure | DMP 44 | Sarah Chaudhry | Property and Projects Department, Brent Council |

| Comments | | | | |
|--|--|--|--|--|
| <p>Would seek that this also took into account the financial viability of social infrastructure to consider whether it can be lost, and also Council priorities in regards to Social Infrastructure. Would seek that the policy recognised the balance between the loss of one type of social infrastructure to allow for the increase of another type of social infrastructure. Would seek that the policy was not focused on a need for a replacement in terms of quantity, but considered if a replacement facility would provide an improved social infrastructure space which was more accessible and better met the needs of the community. This could allow for underused social infrastructure to be rationalised to create spaces which meet the needs of the Community better and provide for the opportunity for the co-location of facilities.</p> | | | | |

| Council Response | | | | |
|---|--|--|--|--|
| <p>Social infrastructure, due to its nature, is generally not for profit and in many cases supported by public subsidy, meaning the inclusion of viability would not be relevant. However, it is acknowledged providers are facing financial constraints and having to explore other mechanisms to deliver social infrastructure, which may include consolidation. Therefore to be consistent with amendments set out in the FALP supporting text has been added clarifying that loss may be acceptable where there is an agreed programme of social infrastructure re-provision, as evidenced by a service delivery strategy. The proposed policy allows for the replacement of one type of social infrastructure with another , subject to it not resulting in a shortfall in provision, as is consistent with London Plan policy 3.16. Quantity?</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|-----------------------------------|-------------------------------|-----------------|-----------|----------------------|
| Chapter 10: Social Infrastructure | Loss of Social Infrastructure | DMP 44 | N/A | MOPAC |

| Comments | | | | |
|--|--|--|--|--|
| <p>This representation relates to draft policy DMP44: Loss of Social Infrastructure. Paragraph 10.1 indicates that the Council includes ‘policing and other criminal justice or community safety facilities’ in the definition of social infrastructure. It is noted that the term social infrastructure and the scope of facilities included in the Brent Development Management DPD mirrors the approach of the London Plan 2011 and the Further Alterations to the London Plan 2014.</p> <p>While the Further Alterations to the London Plan are not yet adopted policy the proposed changes are in line with the views of the Metropolitan Police in respect of social infrastructure and we would urge that this approach is adopted in Brent. Specifically we would suggest that draft Policy DMP44 adopts the approach of draft paragraph 3.87A of the Further Alterations to the London Plan. Paragraph 3.87A states that the loss of social infrastructure in areas of defined need may be acceptable if it can be demonstrated that the disposal of assets is part of an agreed programme of social infrastructure re-provision to ensure continued delivery of social infrastructure and related services. The supporting text to the Further Alterations goes on to state that boroughs may wish to develop collaborative approaches to the provision and delivery of social infrastructure adopting the following methodology:</p> <ul style="list-style-type: none"> ? Engage all relevant stakeholders and assess relevant policies and strategies; ? Identify and analyse existing social infrastructure including its type, location, use, capacity, quality, and accessibility; ? Identify future needs using data...; ? Identify funding and delivery mechanisms, including opportunities for joint delivery, sources of funding, and identification of potential sites; and ? Monitor and review the delivery of services and facilities. | | | | |

We suggest that such an approach is relevant to the Brent DPD and should be included in the supporting text to policy DMP44. Our concern with draft Policy DMP44 is that it lacks the flexibility of the emerging London Plan policy and fails to acknowledge the operation requirements of social infrastructure providers such as the Police. The policy should acknowledge social infrastructure providers have their own strategies for the delivery of services which may have been subject to considerable public engagement and consultation and therefore have the same legitimacy as a Local Plan. In the case of the MOPAC / Metropolitan Police Service has an Estate Strategy 2013-2016. This strategy refreshes and builds upon an earlier Estate Strategy and reflects changes from the Police Reform and Social Responsibility Act 2011 which changed the way in which police forces in England and Wales are governed. In March 2013 MOPAC published the London 'Police and Crime Plan 2013-16' which sets out the London Mayor's strategy for tackling crime and making London safer. The plan defines the targets that MOPAC has set for the MPS including reducing key neighbourhood crimes by 20%, boosting public confidence by 20% and cutting costs by 20% to deliver £500m of savings. Alongside the 'Police and Crime Plan' MOPAC and MPS also published 'Policing and Public Access in London' which sets out the changes that will be made in the local policing estate with a particular emphasis on the availability and location of Front Counters and Contact Points. The draft 'Police and Crime Plan' and draft Estates Strategy were both subject to extensive public consultation between January and March 2013. 'Policing and Public Access in London' was informed by feedback received throughout the consultation and the revised Estate Strategy reflects the need to deliver MOAC's wider objectives.

In this context we suggest that significant changes are required to draft Policy DMP44. Firstly, the policy is vague in seeking replacement facilities to be of equivalent quality and quantity on the site or at a suitable alternative location (notwithstanding the test in paragraph 10.6). Any decision about replacement facilities needs to be within the context of the relevant social infrastructure provider's own strategy. Similarly the requirement to demonstrate that there is no demand for any other suitable social infrastructure on the site also fails to recognise the estate strategies of providers where there is a reliance on securing an appropriate capital receipt on disposal which can be re-invested in service delivery. Consequently the Council's preference for affordable housing where the loss of social infrastructure is considered acceptable is also likely to be contrary to the provider's estate strategy. The Council's proposed tests to demonstrate that social infrastructure is no longer needed, which are set out in paragraph 10.5 are unduly onerous and without adequate foundation.

Council Response

The criteria set out in paragraph 10.5 is consistent with the requirements of London Plan policy 3.16 and the NPPF. However, it is accepted service providers could reasonably satisfy part b of DMP 44 by providing evidence in the form of service delivery strategies which have been subject to public consultation. Accordingly this has been clarified in supporting text and reference included to paragraph 3.87A of the FALP. The NPPF requires Local Planning Authorities to make every effort to meet housing needs. Brent has a significant need for affordable housing as set out in the West London Strategic Housing Market Assessment. Accordingly, the council must seek to maximise the delivery of affordable housing where viable. The council's approach to affordable housing and viability is set out in policy DMP 36.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------------------------|-----------------|---------------|----------------------|
| Chapter 10: Social Infrastructure | Loss of Social Infrastructure | DMP 44 | Shell Grayson | NorthWestTWO |
| Comments | | | | |
| We call for a dedicated, specific policy relating to protection of public houses, most notably those that can be demonstrated to serve the local community in more ways than simply serving drinks. | | | | |
| The NorthWestTWO Residents' Association has at least 600 people on its list and covers an area adjacent to a threatened pub (The Queensbury, 110 Walm Lane, NW2). We know first hand how beneficial a good public house is, and feel very keenly the impending loss should the developer succeed in demolishing it. We have also witnessed the loss of several other pubs in our immediate area as well as more widely across London. Communities are not served by the loss of amenities, and it is time that pubs in Brent were offered a chance of protection from the developer's bulldozer. | | | | |
| Pubs are closing at an alarming rate, particularly in London. In Willesden alone, five have closed in the last five years, including three that changed to residential | | | | |

or another class of use.

The council has been voted in to serve our needs, which includes protecting our community assets. Why is there a specific policy proposed for certain class uses (takeaways, betting shops and shisha cafes) yet nothing around pub protection? Pubs are a quintessentially British establishment and in the modern world do more than just serve beer. The Queensbury, for example, hosts parent and child events, many other community groups, and supports events throughout the wider community, helping glue us all together.

There is so little protection afforded to pubs that even with though we listed The Queensbury as an Asset of Community Value with Brent Council, this means very little in the current fight against development. The Department for Communities and Local Government has issued advice about writing ACV status into planning law to help protect loved establishments such as pubs from facing this situation in the future. It would be good if this was also recognised in the Council policy.

With a pub protection policy in place, the aggressive development of 110 Walm Lane may never have been proposed. And even if it was still proposed, then a policy that ensures rigour would have established the value of the building early in the process, saving almost a year of work and much anguish in the local community.

The proposed DMP 'social infrastructure' amendments are not sufficient. Simply adding "and public houses" on the end of a list of buildings deemed to be community infrastructure means nothing, and is an ineffective and insufficient substitute for a dedicated pub protection policy.

Brent acknowledges the need to guard against the unnecessary loss of valued facilities and services, but is currently not taking the appropriate steps to do so.

DMP 44 states that loss of social infrastructure, including redundant premises and land, will only be acceptable in exceptional circumstances where: a. a replacement facility of at least equivalent quality and quantity is provided on the site or at a suitable alternative location; or b. it can be demonstrated there is no longer a need for the social infrastructure facility. Taking The Queensbury as an example, it is highly likely that officers would have reached the same conclusion within the policy above as they did in March 2014, recommending its demolition.

The consultation also reads that "in keeping with the NPPF, public houses are classed as social infrastructure and proposals which would result in their loss will be subject to this policy and town centre policy DMP 3 'Neighbourhood Centres and Isolated Shop Units" However the latter policy makes absolutely no reference to public house. Hence this will be easily evaded at planning decision and appeal stage.

If Brent Council is serious about protecting its public houses, it should create a policy that will be effective, as so many other local authorities have done. Indeed, the best strategic plans (for example those adopted by Cambridge and Lewisham) also include a register of public houses within the authority.

It is commendable that Brent Council is acting to change its policies and in so doing is listening to the local people. Please hear our views here: so many pubs are vital to what binds us together as a community, and we need policies in place to help us protect them

Council Response

A specific pub protection policy has been added to the DMP in response to comments.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------|-----------------|----------------|---|
| Chapter 10: Social Infrastructure | Paragraph | 10.7 | Sarah Chaudhry | Property & Projects Dept, Brent Council |
| Comments | | | | |
| "the introduction of the localism act 2011 provided a new right for residents to nominate certain local public or privately owned buildings or land for recognition as being as asset of community value..... The council will give significant weight to the protection of designated assets of community value." Would seek clarity on this point. | | | | |
| Council Response | | | | |
| Supporting text clarifies the protection of assets of community value will be given weight. A decision will therefore be made on balance taking into account the designation, and other relevant material considerations. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------|-----------------|-----------|----------------------|
| Chapter 10: Social Infrastructure | Paragraph | 10.8 | Anon | Anon |
| Comments | | | | |
| I completely agree that pubs that close should be made into community assets. | | | | |
| Council Response | | | | |
| A specific pub protection policy has been added to the DMP in response to comments. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------------------------|-----------------|---------------|----------------------|
| Chapter 10: Social Infrastructure | Location of Social Infrastructure | DMP 45 | Anne Clements | Quintain |
| Comments | | | | |
| Paragraph 10.9 promotes the provision of social infrastructure in Growth Area s whereas the policy wording and that of paragraph 10.11 suggest that town centres are the appropriate locations. This potential confusion should be clarified. | | | | |
| Council Response | | | | |
| 10.9 states outside of growth areas town centres are suitable locations. The Core Strategy and Site Specific Allocations already identifies locations for social infrastructure in growth areas. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|----------------------------|----------------------|
| Chapter 10: Social Infrastructure | Schools | DMP 46 | Stuart Murray & Jon Aubrey | Transport for London |
| Comments | | | | |
| As currently worded, point (b) of this policy suggests that schools will be permitted if they are proposed on an allocated site even if their transport impact is unacceptable. The reference to site allocations should be removed as an assessment of transport impacts will be necessary for all applications for new or expanded schools, irrespective of location. | | | | |
| Council Response | | | | |
| Schools policy has been removed as it repeats policy in the NPPF and London Plan, and does not add anything locally specific. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|----------------|---|
| Chapter 10: Social Infrastructure | Schools | DMP 46 | Sarah Chaudhry | Property & Projects Dept, Brent Council |
| Comments | | | | |
| Similar to the treatment of residential and affordable provision, would be good to see that where the demand for schools can be proven to be significant, this demand is prioritised over protection of existing use. We note provision within policy around temporary classrooms being time limited. | | | | |
| Council Response | | | | |
| Under London Plan policy 3.16 should it be demonstrated there is no longer a need for one form of social infrastructure, developers must explore if the site could not be used for another form of social infrastructure. This would include educational uses. For clarity specific reference has been added to educational uses in supporting text. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|--------------|----------------------|
| Chapter 10: Social Infrastructure | Schools | DMP 46 | Heidi Clarke | Sport England |
| Comments | | | | |
| <p>School and educational sites often provide important or potentially important sports facilities to local communities. Sport England encourages increasing accessibility through the development of dual use arrangements and is pleased to see that this has been recognised in Policy DMP 46.</p> <p>The development and implementation of Community Use Agreements (CUAs) can help support well-managed and safe community access to sports facilities on educational sites. As well as widening access to facilities and providing clarity on their use CUAs can help to enhance links between educational establishments and sports clubs. Sport England has developed a template for a CUA which provides a clear basis for drawing up agreements for individual schools, colleges and academies. The template covers how the CUA is intended to operate, covering such matters as hours of availability, management arrangements, pricing policy etc. CUAs can be secured through the use of planning conditions or preferably a s106 Agreement.</p> <p>The template CUA is available at: www.sportengland.org/facilities-planning/planning-for-sport/planning-tools-and-guidance/community-use-agreements/ Sport England has also produced toolkits to help open up school sites for community use. The toolkits are available at: www.sportengland.org/facilities-planning/accessing-schools/ This approach is supported by the NPPF (paragraph 70) which requires that policies and decisions “should plan positively for the provision and use of shared space, community facilities (such as local shops, meeting places, sports venues, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments.” The Council may wish to include an additional paragraph after the Policy to explain how it will be implemented and the dual use of school facilities secured (i.e. through the use of planning conditions or a s106 Agreement as described above).</p> | | | | |
| Council Response | | | | |
| Noted. Paragraph on Community Use Agreements added for clarity. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-----------------|-----------------|----------------|---|
| Chapter 10: Social Infrastructure | Playing Pitches | DMP 47 | Sarah Chaudhry | Property & Projects Dept, Brent Council |
| Comments | | | | |
| Flexibility to develop in certain circumstances noted, would be good to see planning policy reflect EFA standards of double or triple counting areas such multi-use sport and recreation facilities. | | | | |
| Council Response | | | | |
| DMP47 repeated the NPPF. Local Plan policies should providing local policy and not repeat national policy, accordingly this policy has been removed and instead the NPPF is cross referenced in the supporting text. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-----------------|-----------------|--------------|----------------------|
| Chapter 10: Social Infrastructure | Playing Pitches | DMP 47 | Heidi Clarke | Sport England |
| Comments | | | | |
| Sport England supports Policy DMP 47 and is pleased to see its inclusion in the Development Management Policy as it reiterates the exceptions set out in Sport England's Playing Field Policy albeit it excludes Exception E1. Exception E1 permits the loss of playing field where a carefully quantified and documented | | | | |

assessment of current and future needs has demonstrated to the satisfaction of Sport England that there is an excess of playing field provision in the catchment, and the site has no special significance to the interests of sport. It's understood this has been omitted because text preceding policy DMP 47 advises that the most recent sport and active recreation facilities strategy undertaken by Brent Council identified a significant need for additional sport facilities specifically a need for football, rugby and Gaelic football pitches. Therefore Sport England understands its omission. However Sport England would recommend that for clarity the policy be entitled Playing Fields as opposed to pitches and the first sentence should read Development on playing fields will only be allowed in exceptional circumstances where:

Within the glossary there should be a definition of both playing field and playing pitch as follows: A playing field is an area containing at least one playing pitch (0.2 ha or more, including run-offs), irrespective of ownership.

A playing pitch means a delineated area which, together with any run-off area, is of 0.2 hectares or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounder's, baseball, softball, Australian football, Gaelic football, shanty, hurling, polo or cycle polo as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010 Sport England also supports paragraph 10.19 however would suggest that it is rephrased as such:

- Change from: The policy also applies to former playing pitches, including non-pitch based and ancillary facilities, or parts of playing pitches which are currently dis-used or under-used.
- Change to: The policy also applies to former playing fields which have been under-used or dis-used in recent years. It also applies to parts of playing fields where pitches have not been marked out and where ancillary facilities are present.

Council Response

DMP 47 repeated the NPPF. Local Plan policies should providing local policy and not repeat national policy, accordingly this policy has been removed and instead the NPPF is cross referenced in the supporting text. Definition in glossary has been amended as suggested.



Chapter 11: Delivery & Monitoring

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|---------------|----------------------|
| Chapter 11: Delivery & Monit | | | Anne Clements | Quintain |
| Comments | | | | |
| It is accepted that monitoring targets are not policy but in order to demonstrate success against those targets greater clarity would be helpful as follows: Table 8 – Sustainability The number of residential units triggering the need for micro-generation should be clarified. It is not viable to implement micro-generation for too few units. Table 10 – Housing The target for the proportion of affordable housing should be amended as follows: “50% of all new housing to be affordable, subject to viability testing and taking account of CIL contributions.” | | | | |
| Council Response | | | | |
| Table 8 - Monitoring point will not be taken forward. Table 10 - already monitored under Core Strategy therefore will not be duplicated here. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--------------------------------|---------|-----------------|-----------|----------------------|
| Chapter 11: Delivery & Monit | | Table 4 | Anon | Anon |
| Comments | | | | |
| Annual inspections? Way to go! | | | | |
| Council Response | | | | |
| Noted. | | | | |

Appendices

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------------|-----------------|----------------------------|--------------------------|
| Appendices | Parking Standards | APX 2 | Stuart Murray & Jon Aubrey | Greater London Authority |
| Comments | | | | |
| The appendix states: For new residential development, a minimum of 5% of parking spaces provided for private units should be dedicated to disabled use. 20% of parking spaces provided for affordable units should be dedicated to disabled use. The London Plan requires 10% of all new homes to be wheelchair accessible or easily adaptable for occupation by a wheelchair user. This policy references the 'Wheelchair Housing Design Guide' which requires one parking bay for every wheelchair accessible or easily adaptable home (so 10% of the total number of residential units). The Guide also notes that grouped car parking serving multi-storey or low-rise high-density developments should be provided on the basis of management arrangements that could provide at least one designated wheelchair space per wheelchair user dwelling. These spaces, whether off street or kerbside, should be of the required size to enable transfer between the car and an adjacent pavement or hardstanding. For all other uses, a minimum of 5% parking spaces should be dedicated to disabled use. | | | | |
| Council Response | | | | |
| Noted. The standards reflect Brent's situation. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|-------------------|-----------------|----------------|----------------------|
| Appendices | Parking Standards | APX 2 | Robert Dunwell | QARA |
| Comments | | | | |
| Table 12 –this should duplicate that guidance as given in the London Plan. Table 15 and accompanying text – table and text should be altered so as to only refer to NEW Development Sites. | | | | |
| Council Response | | | | |
| New development sites could be open to interpretation, whereas 'development' is defined in the Town and Country Planning Act and widely understood. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|-------------------|-----------------|---------------|----------------------|
| Appendices | Parking Standards | APX3 | Anne Clements | Quintain |
| Comments | | | | |
| No evidence base is shown for the standards proposed. Evidence should be added to justify the standards proposed. The standards appear arbitrary and could lead either to inefficient use of land or to development having an inappropriate amount of servicing. For example, B1 business developments under 300sqm are required to provide one loading bay whereas retail developments over 200 0sqm are required to provide one full size bay. One is inefficient and one may lead to an under provision. Servicing provision should be informed by the output from the Transport Assessment having regard to the trip generation; the types of vehicles predicted; their transport distribution; their dwell time; and the operation of the specific building under consideration. The Appendix should be redrafted to allow greater flexibility and having regard to the output from the Transport Assessment. | | | | |
| Council Response | | | | |
| Servicing standards have been amended for consistency and to reflect standards in the UDP which are currently applied. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------|-----------------|-----------|----------------------|
|---------|---------|-----------------|-----------|----------------------|

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|---|-----------------|------|-----------------|-----|
| Appendices | Heritage Assets | APX1 | Dilwyn Chambers | N/A |
| Comments | | | | |
| A heading possibly Neasden/Cricklewood seems to have been omitted. The only heritage asset of world significance in Brent has been omitted, the Cabinet War Rooms in Brook Road. The Council hasn't enforced a planning requirement that the public have access at least twice a year. It could be put forward as a World Heritage Site. The location is near the site of the former holiday residence of William Gladstone and the associated stables. The sables have also been omitted. They were on the statutory list because they were within the curtilage of Dollis Hill House. | | | | |
| Council Response | | | | |
| The list of heritage assets will be removed from the appendix of the DMP and instead maintained on the conservation webpages where it can be regularly updated as additional buildings are listed or locally listed. The list will be corrected accordingly. Any breach of planning conditions should be reported to the Council's Enforcement Team for investigation. | | | | |

| | | | | |
|--|-----------------|------------------------|------------------|-----------------------------|
| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
| Appendices | Heritage Assets | APX2 | Dilwyn Chambers | N/A |
| Comments | | | | |
| Kingsbury Police Station has been demolished. It might be purposeful to clarify whether flats are to be built on the site. | | | | |
| Council Response | | | | |
| This is outside the scope of the DMP. | | | | |

| | | | | |
|--|-----------------|------------------------|------------------|-----------------------------|
| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
| Appendices | Heritage Assets | APX1 | Dilwyn Chambers | N/A |
| Comments | | | | |
| Some years ago I drew the attention of the Council to the disappearance of the three telephone kiosks on Empire Way. It may be assumed they were removed by Quintain, when they were refurbishing the entrance to the Arena. I failed to obtain any information as to what happened to them. | | | | |
| Council Response | | | | |
| This is outside the scope of the DMP. The issue is being followed up with Quintain. | | | | |

| | | | | |
|--|----------------|------------------------|------------------|-----------------------------|
| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
| Appendices | Glossary | APX4 | Anne Clements | Quintain |
| Comments | | | | |
| The definition of Decentralised Energy Network should be clarified and the definition for a Shared Energy Network should be added showing clear differentiation. Both are referred to in the Sustainability Section. Local Centres, Neighbourhood Centres and Local Shopping Parades appear to be the same. Could the definitions be consolidated? Major Town Centres are not defined. The definition for Open Space is vague and could include car parks as drafted currently. Is this intended? Should the London Plan be referenced under the definition of PTAL? Appropriately, more than one Primary and Secondary frontage is shown on the Policies Map. However, the definition refers to 'It' in both instances. Should this be amended to 'These'? | | | | |
| Council Response | | | | |
| 1. Chapter no longer includes reference to Shared Energy Network. 2. Definition of town centres removed as this is included in Core Strategy and does not need | | | | |

to be repeated here. Clarity added to definition of local parades. 2. PTAL is identified on a TfL website which is separate to the London Plan. reference to this website will be added for clarity. 3. Definition of open space used is from the London Plan and consistent with the NPPF. 4. The policies map indicates existing and proposed primary and secondary frontage. This is included in the key.

Sustainability Appraisal

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------------|-----------------|--------------|----------------------|
| Sustainability Appraisal | Sustainability Appraisal | / | Claire Craig | English Heritage |
| Comments | | | | |
| <p>English Heritage regrets to advise that we were unable to ascertain the connection between the appraisal matrices provided and the Development Management Policies. The appraisal matrices provided to us appeared to refer to UD policies rather than DM policies and therefore it appears to us that no appraisal of the policies in the consultation document provided has been undertaken.</p> <p>English Heritage notes the reference in paragraph 6.11 on page 113 of the SA to a relationship between the borough's Core Strategy and policies contained in a Promoting a Quality Environment chapter but we have not been able to locate a chapter of this nature in the DM policies document or make a reasonable correlation to the policies in the document being consulted upon. English Heritage is unsure as to whether the borough is seeking to rely upon the SA undertaken for the Core Strategy and for us to extrapolate this to the DM Policy document in some way – and if this is the case we must advise that we need this to be set out more explicitly so that we might more readily draw the connections between the two.</p> | | | | |
| Council Response | | | | |
| <p>The confusion has arisen due to the changing in numbering and structure as the document has progressed. Part B contains a table for reference indicating how the policy numbering has changed. For clarity this table has been inserted in the introduction of part A for clarity.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------------------|-----------------|---------------|----------------------|
| Sustainability Appraisal | Sustainability Appraisal | / | Eleri Randall | Environment Agency |
| Comments | | | | |
| <p>We are pleased to see that many of our previous comments on the SA Scoping report have been noted or included. However, we feel that greater emphasis should be given to the Water Framework Directive (WFD) and the London Borough of Brent's role as the Lead Local Flood Authority (LLFA) as indicated above for the Development Management Policies also.</p> <p>In Table 4: p.32 List of Key Regional plans and programmes reviewed and implications for the DPDs and SA – we would have liked to have seen the All London Green Grid (ALGG) and ALGG Area Frameworks which includes the Brent Valley in this table.</p> <p>On p.50 the Water quality, water resources and flooding section should include reference to the quality of the water environment i.e. overall WFD assessment and objectives to achieve Good Ecological Potential by 2027. This is a headline aspect of achieving sustainability for the environmental quality across the borough and ties together many of the new responsibilities for London boroughs as LLFAs. In addition section 3.39 should highlight that the WFD is not just a classification tool but also a framework for improving the water quality and creating more sustainable approaches to managing the water environment in the London Borough of Brent. The three Brent WFD water bodies are all designated as 'Heavily Modified' not 'provisionally classified' as stated in the text and therefore have objectives to achieve Good Potential (not status) by 2027.</p> <p>In section 3.40 the Brent River Corridor Improvement Plan (April 2014) should be highlighted in this section as a mechanism by which Brent will be contributing towards achieving sustainability objectives for improving water pollution both in river corridor and across the wider catchment.</p> <p>In section 3.42 the role of the London Borough of Brent as the LLFA and SuDS Approval Body is critical in helping towards sustainable management of localised surface water flooding. This role will help Brent to be more resilient to future flood events and potential increased risks associated with climate change.</p> | | | | |

On p.63 Table 7 the Summary of key sustainability problems: Environmental pt.9 – reference to habitats could refer to terrestrial and aquatic habitats in the borough.

This Water quality, water resources and flooding section has missed an opportunity to highlight significant work being undertaken in the London Borough of Brent to achieve sustainable development within the river corridor and wider catchments that will improve water quality, water resources and reduce flood risk; as well as improving the water environment. The inclusion of WFD and the Brent River Corridor Improvement Plan objectives would provide a strong platform to help achieve sustainable outcomes for the River Brent Corridor and Catchment within Brent.

In Table 10 promoting a quality environment – alternative options not selected,

Policy DP ENV5:Water To require SuDS to be part of all developments. As many developments as possible should include SuDS methods and we would state that consideration of SuDS is not a strong enough alternative. Developments should be using the SuDS hierarchy with strong justification if SuDS cannot be included. Some local exceptions, for example Critical Drainage Areas identified in your Surface Water Management Plan could have the requirement for SuDS to be part of all development.

Council Response

Noted. Amendments made as requested.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--------------------------|--------------------------|-----------------|-----------------------|----------------------|
| Sustainability Appraisal | Sustainability Appraisal | / | Dr Michael GP Maguire | |

Comments

1. Travellers and Gypsies

1.3 The Sustainability Appraisal has failed to properly evaluate the draft Plan's failure to make appropriate provision for the very specialised housing needs of Travellers (Irish and Scottish) and Gypsies (Romany, Roma and Sinti).

1.3 Given that these are socio -cultural ethnic minorities, subject to discrimination and socio -economic disadvantaged status, this Sustainability Appraisal omission could represent 'indirect discrimination'; contrary to both British and European human rights and anti-discrimination legislation.

1.3 In so far as I can ascertain, from the very lengthy Sustainability Appraisal documents, the only reference to considering, whether the Development Management Policies should specifically provide for, the very particular land use and spatial planning needs of Travellers and Gypsies is the very brief statement in Part 2, page 177.

1.4 A reference which is not apparently supported by any up to date empirical information; unlike the data supporting other housing needs.

Council Response

Core Strategy Policy 22 sets detailed policy for gypsies and travellers. Policy CP 22 protects the existing Lynton Close Travellers Site and criteria which will be applied in assessing applications for traveller sites. It is considered a Development Management Policy could not go any further than policy CP 22, however, on review of the Site Specific Allocations DPD a further site will need to be identified and allocated.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--------------------------|--------------------------|-----------------|-----------------------|----------------------|
| Sustainability Appraisal | Sustainability Appraisal | / | Dr Michael GP Maguire | |

Comments

Having looked at the Development Management Policies and Sustainability Appraisal documents it is clear that these have been put together in the manner that would be expected in terms of the approach and methodology used in drawing up the documents to this stage. Given that Brent Reservoir Site of Special Scientific Interest (SSSI) is partly within the borough it does have to be taken into account when considerations are made on new development in and around this site in order to keep the sites features of interest in favourable condition which they currently are. The effects of cumulative impact of development upon the designated site from the area around it and of course on any Natura 2000 sites further away should also be factored in as these will potentially need to be

considered even if they can be ruled out as not being impacted.
The Sustainability Appraisal correctly recognises the Welsh Harp Reservoir (Brent Reservoir SSSI) as being an issue for the borough in terms of flood risk and flooding under Point 14 in Table 7. This needs to be taken into account in the surrounding area when it comes to new development or re-development as appropriate Sustainable Urban Drainage Systems (SUDS) will need to be put in place.

Council Response
Noted.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|--------------------------|-----------------|--------------|----------------------|
| | Sustainability Appraisal | / | Piotr Behnke | Natural England |

Comments
Development Management Policies (DMP) document and SA:
Having looked at the Development Management Policies and Sustainability Appraisal documents it is clear that these have been put together in the manner that would be expected in terms of the approach and methodology used in drawing up the documents to this stage. Given that Brent Reservoir Site of Special Scientific Interest (SSSI) is partly within the borough it does have to be taken into account when considerations are made on new development in and around this site in order to keep the sites features of interest in favourable condition which they currently are. The effects of cumulative impact of development upon the designated site from the area around it and of course on any Natura 2000 sites further away should also be factored in as these will potentially need to be considered even if they can be ruled out as not being impacted.
The Sustainability Appraisal correctly recognises the Welsh Harp Reservoir (Brent Reservoir SSSI) as being an issue for the borough in terms of flood risk and flooding under Point 14 in Table 7. This needs to be taken into account in the surrounding area when it comes to new development or re-development as appropriate Sustainable Urban Drainage Systems (SUDS) will need to be put in place.

Council Response
Noted.

General

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------|-----------------|----------------------------|----------------------------|
| | General | General | Brent Friends of the Earth | Brent Friends of the Earth |

Comments
In conclusion, we are aware that the GLA requires councils to consider the effects of developments on neighbouring boroughs. The recent case of the approval by Barnet Council of the development adjacent to the Welsh Harp has illustrated the fact that this requirement is not very effective. A similar problem could arise in the case of developments at Brent Cross and with Ealing Council and the application for a waste incinerator. We suggest that there is a case for including a reference to the need to work jointly with other councils and also considering, promoting a policy through the GLA that such planning applications affecting neighbouring boroughs should be jointly determined by a combined planning committee.

Council Response
Local Planning Authorities have a duty to co-operate under the Localism Act 2011. Brent Council is a statutory consultee and as such consulted on planning applications for neighbouring boroughs.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------|-----------------|-----------|----------------------|
|---------|---------|-----------------|-----------|----------------------|

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|---|---------|---|-----------------------|--|
| | General | / | Dr Michael GP Maguire | |
| Comments | | | | |
| Need For Additional Policies In addition to the already identified need for further specific dedicated policies, there is also a requirement for specific policies on : Brownfield Site Priority Development, to emphasise that the required new housing development will be developed on 'Brownfield sites' (previously built upon) and that 'Greenfield site' development (previously unbuilt) will only be permitted in exceptional circumstances. Very Large Housing Sites, recognising the specific additional requirements for building more than 100 homes, as per Policy DPH 8. | | | | |
| Council Response | | | | |
| The Core Strategy and Site Specific Allocations DPD direct development to brownfield sites by focusing development in the boroughs growth areas and allocating sites accordingly. The NPPF and Core Strategy policy protect open space from development and preserve it for the enjoyment and well being of residents, visitors and wildlife. The NPPF states local planning authorities may continue to consider the case for setting a locally appropriate target for the use of brownfield land. Given the policies in place to protect open space and promote development on brownfield land it is not considered an additional brownfield site policy is required. | | | | |

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|---|----------------|------------------------|------------------|-----------------------------|
| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
| | General | / | Simon Watkins | Hub Architects |
| Comments | | | | |
| <p>1. DP13 Code Level 3 for housing does not tally with the Mayor of London's London Housing Design Guide where the target is currently Code Level 4.</p> <p>2. BREEAM "Excellent" is a very costly target to meet if applied to the change of Use and conversion of existing commercial properties, and may therefore discourage development.</p> <p>3. Shopping frontages : Brent shopping frontages are blighted by the proliferation of estate agent's boards - A policy preventing their erection would be welcomed.</p> <p>4. Car parking that serves local shopping centres should be protected from development - Research shows that their loss results in a loss in footfall to local shopping centres.</p> <p>5. On-street parking on shopping frontages should be protected and well managed as it supports trade in local shops.</p> | | | | |
| Council Response | | | | |
| 1 and 2 - policy and Code Level and BREEAM is contained within the Core Strategy and have been tested at examination. 3. Under permitted development rights chartered surveyors, auctioneers and valuers, can advertise that land or premises are for sale or to let, providing certain conditions are met. If the sale or letting is for residential use or development, the advertisement board must not exceed 0.5 of a square metre, or a total area of 0.6 of a square metre for two joined boards. No advertisement board is allowed to extend outwards from the wall of a building by more than 1 metre. In each case only one board may be displayed on premises and this must be removed not later than 14 days after completion of the sale or granting of the tenancy. If boards are not displayed within these parameters the Council can take enforcement action. 4 and 5. The Transport chapter contains policy to prevent a loss of town centre car parking where this would result in underprovision. | | | | |

| | | | | |
|--|----------------|------------------------|------------------|----------------------------------|
| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
| | General | All | Angela Gemmill | Maritime Management Organisation |
| Comments | | | | |
| The MMO's remit covers English territorial waters and any river up to the extent of the mean high water springs mark. Our maps indicate that the area in question does not include either coastline or any stretch of river under tidal influence. The MMO therefore has no comments to submit in relation to this | | | | |

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|-------------------------|
| consultation. |
| Council Response |
| Noted. |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|---------------------|--------------|----------------------|
| | Other | Performance Measure | Claire Craig | English Heritage |
| Comments | | | | |
| Similarly, English Heritage requests that the Borough consider its Performance Measure concerning micro-generation to ensure that it will not lead to inappropriate applications for types of micro-generation that could harm the significance of heritage assets. For example, solar panels on visible elevations of heritage assets cause harm to the significance of those assets but, if located appropriately on flat roofs or elsewhere on the property with screening, can achieve both sustainability objectives. In addition, combined heat and power units, if sensitively located can also be a good form of micro-generation as opposed to a wind turbine which can tend to visually dominate in its surroundings. English Heritage notes the Performance Measure concerning housing numbers within the Further Alterations to the London Plan (FALP). English Heritage has raised concerns about the proposed alterations to the town centres policy in the FALP on the basis that without amendment they could lead to substantial harm to London's historic environment. In the London Borough of Brent, English Heritage is particularly concerned to ensure that Willesden Green is planned for in a way that conserves and enhances its historic environment and we would be interested to understand how the Borough proposes to address the Mayor of London's proposals for its town centres. | | | | |
| Council Response | | | | |
| The performance measure has now been removed. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|----------------------|----------------------------|----------------------|
| | Other | Legal Considerations | Stuart Murray & Jon Aubrey | Transport for London |
| Comments | | | | |
| All LDDs must be in general conformity with the London Plan in accordance with Section 2403(b) of the Act. This is a key test of the soundness of plans. The Mayor's representations made at this stage will be considered by the Council before they produce the next version of the DPD (Pre-submission). The fact that a development plan document is inconsistent with one or more policies in the London Plan, either directly or through the omission of a policy or proposal, does not, by itself, mean that the document is not in general conformity. Rather, the test is how significant the inconsistency is from the point of view of delivery of the London Plan. | | | | |
| Council Response | | | | |
| Noted. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|------------------|----------------------|
| | Other | / | Jennifer Cameron | N/A |
| Comments | | | | |
| I do feel, however, that a little over a month was a very short consultation period for such an important document that's been so long in preparation. I wonder whether local shop owners knew about it? None that I have spoken to in Willesden Green did. As it is now too late to gather their views, I will limit my comments | | | | |

to sections where I have knowledge or experience relevant to assessing the impact of the proposed policies.

Council Response

The consultation period is prescribed in the Town and Country Planning (Local Planning) Regulations 2012. For the consultation process to be in accordance with the regulations and valid it cannot last longer than 6 weeks.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|---------------|----------------------|
| | Other | Water | Chris Colloff | Thames Water |
| Comments | | | | |
| <p>Thames Water considers it essential that the Development Plan makes reference to the provision of adequate water and sewerage infrastructure to serve development to avoid unacceptable impacts on the environment. It is important not to underestimate the length of time required to deliver necessary infrastructure. Local network upgrades can take 18 months to 3 years to deliver, strategic infrastructure solutions can require 3 to 5 years and the implementing of new technologies and the construction of a major treatment works extension or new treatment works could take up to ten years from the point of certainty of delivery and the securing of funding, and the precise nature, scale and location of development. Therefore the phasing of major development will be crucial. The adopted Core Strategy does not contain any policies on water and wastewater infrastructure although Policy CP15 in relation to utilities infrastructure requires that "Before granting planning permission for major proposals, the council will have to be satisfied that the infrastructure requirements arising from the scheme will be met by the time it is needed.". However, the policy and supporting text do not set out how this will be achieved in relation to water and wastewater infrastructure.</p> <p>In relation to the impact on sewerage infrastructure Policy WEM33 of the submission Wembley Area Action Plan states that: "Developers will also be required to demonstrate whether there is sufficient capacity both on and off site in the foul sewer network to support development. Where insufficient capacity exists developers will be required to identify how any necessary upgrades will be delivered ahead of the occupation of development.".</p> <p>Policy WEM33 will help to ensure that any necessary sewerage infrastructure network upgrades required to support development will be delivered in advance of the occupation of development. However, as the policy only applies to the area covered by the Wembley Area Action Plan it is considered that a similar policy is required within the Development Management Policies DPD to ensure that the issue is addressed at a borough wide level. It is therefore requested that the following policy and supporting text is included within the Development Management Policies DPD:</p> <p>"PROPOSED POLICY - WATER AND SEWERAGE INFRASTRUCTURE CAPACITY:</p> <p>Planning permission will only be granted for developments which increase the demand for off-site service infrastructure where:</p> <ol style="list-style-type: none"> 1. sufficient capacity already exists or 2. extra capacity can be provided in time to serve the development which will ensure that the environment and the amenity of local residents are not adversely affected. <p>When there is a capacity constraint and improvements in off-site infrastructure are not programmed, planning permission will only be granted where the developer funds appropriate improvements which will be completed prior to occupation of the development."</p> <p>Proposed new policy supporting text:</p> <p>"The Local Planning Authority will seek to ensure that there is adequate water and wastewater infrastructure to serve all new developments. Developers will be required to demonstrate that there is adequate infrastructure capacity both on and off the site to serve the development and that it would not lead to adverse amenity impacts for existing or future users. In some circumstances this may make it necessary for developers to carry out appropriate appraisals and reports to ascertain whether the proposed development will lead to overloading of existing water and wastewater infrastructure. Where there is a capacity constraint and no improvements are programmed by Thames Water (or any successor), the Local Planning Authority will require the developer to provide for appropriate improvements that must be completed prior to occupation of the development."</p> | | | | |
| Council Response | | | | |

It is considered the proposed policy repeats London Plan policy 5.14 Water Quality and Wastewater Infrastructure. The London Plan forms part of Brent's Development Plan, and therefore this policy is a material consideration in determining planning applications.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|-----------------|----------------------|
| General | General | | Dilwyn Chambers | N/A |
| Comments | | | | |
| Noted however the DMP cannot influence the cost of public transport, or how payments are made. The Council continues to regularly engage with Transport for London and London Buses to ensure the borough is well served by public transport. Disagree that the Council favours car users. The DMP transport policies seek to promote sustainable modes and limit car use. | | | | |
| Council Response | | | | |
| This is outside the scope of the DMP. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|-----------------|----------------------|
| General | General | | Dilwyn Chambers | N/A |
| Comments | | | | |
| In summary: The Vestry Hall is omitted. It would provide an excellent location for a display on the history of the Anglican Church in Willesden. Questioned ownership of building. | | | | |
| Council Response | | | | |
| The Vestry has been locally listed by the Council. An application would need to be submitted to Historic England to consider listing Vestry Hall. The list of heritage assets will be removed from the appendix of the DMP and instead maintained on the conservation webpages where it can be regularly updated as additional buildings are listed or locally listed. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|-----------------|----------------------|
| General | General | | Dilwyn Chambers | N/A |
| Comments | | | | |
| Wembley Park Lodge (114 Wembley Hill Road) has been extensively damaged by fire. I hope that pressure will be brought by the council to ensure its restoration. Other historic buildings damaged by fire have been demolished. | | | | |
| Council Response | | | | |
| Noted. In line with the proposed Brent's Heritage Assets policy such buildings should be retained and enhanced the building as far as possible. An assessment will need to be made as to whether it is safe and feasible to retain the building depending in the level of damage. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------|-----------------|-------------------|-----------------------------|
| | | All | Rosmarie Macqueen | City of Westminster Council |
| Comments | | | | |
| No identification of cross borough issues arising from proposed development management policies | | | | |
| Council Response | | | | |
| Noted. | | | | |

Site Specific

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------------|--|-----------------|----------------------------------|
| | Site Specific | Bridge Park | Jill Rennie | |
| Comments | | | | |
| <p>The Bridge Park site is due to provide for housing, hotel, retail and new Leisure Centre. Bridge Park is due to deliver a new Leisure Centre through the receipt generated from selling the site for development. As such a 50% affordable housing ambition would not be possible as the Leisure Centre would not be deliverable with the receipt if 50% affordable is to be achieved. Would seek that the other social infrastructure investment is recognised when considering the affordable housing allocation for Bridge Park. As the objective is to build a hotel at Bridge Park, would want to ensure that this site for a hotel is recognised. Policy currently states that "Development likely to be used by people vulnerable to poor air quality should not be located in areas with existing very poor air quality, such as adjacent to the North Circular Road or other locations where air pollution is a recognised problem." The Bridge Park development is beside the North Circular – would seek assurances that Bridge Park is recognised as being suitable for development including hotel, housing, retail and leisure centre. Would seek confirmation that the ex-Unisys sites will not need to demonstrate that there is no demand for the site as employment space as these buildings have been sitting abandoned for nearly 20 years.</p> | | | | |
| Council Response | | | | |
| <p>Policy on affordable housing and negotiating the maximum reasonable amount of affordable housing is contained in London Plan policy 3.12 and Brent's Core Strategy. Bridge Park is allocated for mixed-use development including residential. The Unisys & Bridge Park Centre is allocated for mixed use development including a hotel, therefore the requirement to demonstrate the existing employment use is not viable does not apply. In accordance with London Plan policy 7.14 development proposals in AQMAs, such as Bridge Park, should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality such as by design solutions, buffer zones or steps to promote greater use of sustainable modes through travel plans. Policy wording amended to be consistent with the London Plan.</p> | | | | |
| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
| Chapter 4: Open Space | Site Specific | South Kilburn Open Space and Cambridge Garden Playground | Marie Frederick | Property and Projects Department |
| Comments | | | | |
| <p>The DPD currently incorporates the following sites as open space; 163 - South Kilburn Open space & 161 - Cambridge garden playground. Within the policy it states "the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location". However this contradicts our masterplan proposals. In accordance with the attached plans, the South Kilburn Masterplan is proposing to build upon the above two sites in order to achieve our wider regeneration objectives in South Kilburn. Whilst we will always ensure high quality open space is re-provided, it may not always be the case that its quantity and quality are both increased. I would like to request that the above sites are removed from the open space classification within the DPD.</p> | | | | |
| Council Response | | | | |
| <p>It was considered this policy repeats NPPF paragraph 74. DPDs should add locally relevant policy and not duplicate national policy. Accordingly the policy has been amended to prevent duplication and instead refers to the NPPF in supporting text. Amendments to open space designations have been considered in light of comments.</p> | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------|-----------------|-------------|----------------------|
| | Site Specific | Church End | Jill Rennie | |
| Comments | | | | |
| In terms of comparable temporary market provision for markets which are being redeveloped, we would seek that comparable does not mean a like for like size as this would not always be possible. The Church End market is to be redeveloped but will have a temporary market on a smaller site | | | | |
| Council Response | | | | |
| It may be the case that market stalls can be adequately accommodated on a smaller site, but this will need to be assessed on a site by site basis. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|---------------|-----------------|-------------|----------------------|
| | Site Specific | Clement Close | Jill Rennie | |
| Comments | | | | |
| Clement Close/Peel Road. These sites are due to be used for Adult Social Care – Independent Living, as such these sites will not receive a capital receipt to the Council and will not be used for private housing. Seek that the policy recognises that these sites are contributing to a Council portfolio of achieving affordable housing. | | | | |
| Council Response | | | | |
| Noted. However, it is not necessary to refer to these specific sites in the context of the DMP. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------------|--|-----------|----------------------|
| | Site Specific | Golders Green and Mill Hill Delivery Offices | | Royal Mail |
| Comments | | | | |
| Golders Green Delivery Office is a Freehold Royal Mail property, which is surrounded by residential properties to the east and west. More residential properties as well as retail units are located to the south of the site, while a Police station is located on the north boundary. The redevelopment of this site for residential use may therefore be appropriate in this context in the future, in accordance with the requirement of the National Planning Policy Framework for the development of sustainable communities. Mill Hill Delivery Office is also a Freehold Royal Mail property and is surrounded by residential properties to the east and the northern boundary of the site. Opposite the site (to the south) is characterised by retail units with residential accommodation on the first floor. The redevelopment of this site for residential use (potentially as part of a mixed use scheme) may therefore also be appropriate in this context, in accordance with the requirement of the National Planning Policy Framework for the development of sustainable communities. It should be noted that the relocation/re-provision of Royal Mail's operations is essential prior to redevelopment of the site and therefore its redevelopment will not be possible unless an alternative suitable location has been found for the provision of Royal Mail's services in this area. This will ensure that Royal Mail's operations will not be prejudiced and that they can continue to comply with their statutory duty to maintain a 'universal service' for the UK pursuant to the Postal Services Act 2011. Furthermore, in order for Royal Mail's sites to be brought forward for redevelopment, relocation will need to be viable for and commercially attractive to Royal Mail. The proceeds from the disposal of the sites will need to yield both sufficient value to fund the purchase and fit-out of a new site and the relocation of their operations thereto. There will also need to be a commercial attractiveness that would incentivise the business to relocate the operations. In addition, it would be essential that any new facility is provided prior to the demolition of that existing, to ensure Royal Mail's continuity of service. This approach accords with adopted Government guidance set out in the National Planning Policy Statement (NPPF) (March 2012) which advises that local planning authorities should help achieve economic growth by planning proactively to meet the development needs of business and support an economy fit for the 21st century. The NPPF also advises that local planning authorities should support existing business sectors, taking account of whether they are expanding or contracting. It also states that policies should be flexible enough to accommodate | | | | |

needs not anticipated in the plan and to allow a rapid response to changes in economic circumstances (Paragraphs 20-21).

Council Response

The DMP sets out clear criteria for the managed release of employment land. This is consistent with the NPPF and London Plan policy 4.4. Any proposals for the release of employment will be assessed against this policy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------------|-------------------|-----------------|----------------------|
| | Site Specific | Wembley Town Cent | Antonia Clayton | N/A |

Comments

1. My voice can be considered the voice of the normal residents of Wembley who are upset with the traffic management during event days. In normal circumstance its so difficult for us and our guest to get space for parking specially in the area of Lancelot Road / Milford Gardens.
2. Secondly I would request for a police patrol in residential areas as we see anti social behaviour from crowds that want quite places, they clutter all the rubbish in the front of our houses.
3. Right from Wembley high road right to Milford Gardens (HA0 2AS) you will find swamps of rubbish either sides of the road everyday.
4. We need a pedestrian signal at the crossing opposite Wilkinson's, between the 02 shop and the sam99p shop.
5. The residents should be considered in the development, what I mean by this is doing something not only to beautify the main roads but the inner roads for the benefit of the residents.
6. Something to make the residents happy since we all put up with the nonsense during the whole year for event days, may be one house get a pass for one day for the year

Council Response

Although the comments are outside the scope of the Development Management Policies they are noted and have been passed to the relevant departments.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------------|-----------------|---------------------|----------------------|
| | Site Specific | Queensbury Pub | Cllr. Dr Helen Carr | N/A |

Comments

Council Response

Comments

I understand that Fairview Homes have appealed the decision taken by Brent Council to refuse planning consent for a block of flats on the site of The Queensbury pub.

I understand that Brent and Fairview have to find some "common ground" ahead of the inquiry and a statement of this common ground was submitted to the Inspectorate in May, although Brent Council do not appear to have signed. There are some assumptions about the "common ground." For example, that the old building does not enhance the conservation area..... and the new building will benefit the community more. There is no acknowledgement of the community of asset value issue in the 'common ground' document between Fairview and the Council.

The proposal to demolish the Queensbury Public House and Conservative Club, to be replaced with a building containing A4/D1 use unit on ground floor and 53 residential units on the ground and upper floors (13 x one bed, 30 x two bed and 10 x three bed), as well as vehicular access from Walm Lane to basement car park comprising 23 parking spaces was refused on three grounds:

The proposed development, by reason of its height, scale, massing and density, would appear unduly prominent and out of character in the street scene and in the wider locality. The development would fall to preserve or enhance the character and appearance of the Mapesbury Conservation Area in which the site is located and would adversely impact on the nearby Willesden Green Conservation Area and the setting of the Grade II Listed Willesden Green Station. As a result, the proposal fails to comply with the National Planning Policy Framework 2012; Policies 3.4, 3.5 and 7.4 of the London Plan 2011 and Revised Early

Minor Alterations to the London Plan published on 11 October 2013; Policies BE2, BE3, BE9, BE10, BE23, BE25, BE27, H12 & H13 of Brent's Unitary Development Plan 2004; Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001; Mapesbury Conservation Area Design Guide.

2. The proposed development would provide insufficient provision of on-site affordable housing. As a result, the development would fail to comply with National Planning Policy Framework 2012; Policies 3.8, 3.9, 3.10, 3.11, 3.12 and 3.13 of the London Plan 2011 and Revised Early Minor Alterations to the London Plan published on 11 October 2013; Policy CP2 of Brent's Core Strategy 2010; SI 06 Planning Obligations SPD, July 2013.

3. In the absence of a legal agreement, the development would not secure a Community Access Plan, sustainability measures, job & training opportunities for local residents, adherence to the Considerate Contractors Scheme, a Travel Plan and restrictions to prevent future residents from applying for parking permits. As a result, the proposal fails to comply with the National Planning Policy Framework 2012; Policies 3.16, 4.6, 5.2, 5.3, 5.6, 5.7, 5.9, 5.13, 6.3, 6.13, 8.2 of the London Plan 2011 and Revised Early Minor Alterations to the London Plan published on 11 October 2013; Policies CP19 and CP23 of Brent's Core Strategy 2010; Policies EP2, EP14, TRN3, TRN4, TRN10, TRN23, TRN34
Etc.

How has this situation changed?

I appreciate a right of Appeal. However there seem to be no new grounds for Appeal. I appreciate the stress on affordable housing and accommodation, but the stress on housing and accommodation has not increased since the initial application, nor since the initial refusal.

I emphasise and re issue the existing arguments which are regarding the value of a community facility. I fail to understand how the proposal will benefit the community in anyway.

This proposal does not address the issue of affordable social housing.

This is in a Conservation area. Might we remind you that Brent Council and Mapesbury residents successfully applied in 2010 to protect the rear gardens from development via an Article 4 (1) Direction with almost 1,000 residents signing a petition in support of the application to the Secretary of State.

· The proposed block of apartments would detract from the openness of the setting, leading to an overcrowded, cramped appearance which would be visually jarring and at odds with the prevailing pattern of the housing and neighbouring gardens. The development would lead to the loss of open street frontage – a key issue in a Conservation area. The proposed building would jeopardise a principal characteristic of the Conservation Area, i.e. the sense of openness and spaciousness.

The proposal fails to enhance or even preserve the character of the Mapesbury Conservation area.

The proposal does not complement and is not sympathetic to the character of the Mapesbury Conservation area.

‘Community’ is a much misused and overused term these days. In its broadest sense, it refers to any group of people united by a community of interests. In this sense, the Queensbury is quite correctly defined as a ‘community asset’ because it hosts a range of professional, residential, clubs, and associations who meet there formally and informally.

The term ‘community asset’ is also employed in phrases such as ‘community participation’ and ‘community project’ and so on where there is a commitment to interests and the welfare of a majority or sectors of society, and consequently, to policies and strategies of grass roots involvement in the planning and execution of individual projects or more generalised programmes. In this way, political power is devolved and decentralised – a key component of any healthy democracy ‘Community’ means face to face, personal relations in a small scale social network or residential network as opposed to the more impersonal or contractual relationships that characterise the relationships of modern industrial and urban society. This is why The Queensbury is a ‘community asset.’ The Queensbury is significant beyond an eateries and a pub. We do not want such community assets to be gobbled up by blocks of flats rendering the area boring and lifeless.

Despite a desperate housing shortage in Blitz ravaged London, post WW2 architects and planners recognised the need to create or preserve meeting places such as The Queensbury, and so should we.

Quite simply, The Queensbury is a place where people of all race, colour, ethnicity or national origin, gender, nationality, marital status, parental status, HIV

status, class, disability, sexual orientation, gender reassignment, age, criminal convictions, religious belief, political persuasion or trade union activity can meet. I ask you to respect the decision of previous colleagues and Councillors and again reject any proposal to replace The Queensbury with a block of flats. In addition, I ask Brent Council to adopt a specific 'pub protection' policy, similar to those in other local authorities. This does not "save" all pubs from demolition, but does enable the planning committee to properly scrutinise applications when change of use is proposed. As I understand it, campaigners met officers and the Leader of the Council last year, and all seemed sympathetic to this request. However, there is no proposal in current consultation on Development Management Policies to adopt such a policy. I would request Brent Council considers a specific policy that protects our valued public houses, such as The Queensbury.

Council Response

The DMP now contains a specific pub protection policy.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---------|---------------|-----------------|-----------|---|
| | Site Specific | Staples Corner | N/A | DLP Planning Consultants on behalf of Datemove an Addmargin Ltd |

Comments

6.0 SUMMARY AND CONCLUSIONS

Key Reasons for promoting a mixed use scheme at Coles Green Road, Brent

6.1 The proposed development would bring the following benefits to the London Borough of Brent:

It is a development site that is available, achievable and deliverable within a short timeframe; No existing employment operations will be lost and the proposed scheme will offer an increase in the number of jobs created over the existing underutilised employment use. It has been assessed as a suitable housing site which can be sensitively designed around a number of employment uses; It will provide for around 66 homes, with provision for affordable housing; A notable contribution towards the five-year housing supply required in the London Borough of Brent; The creation of a significant level of new green infrastructure and biodiversity enhancements. The proposal would support existing local leisure facilities, shops, employment and areas for recreational land; indeed it will supplement community facilities; Technical studies have been initially scoped to include, transportation, daylight and sunlight, flooding and drainage and have concluded that there are no constraints affecting the ability to deliver development at the site.

Conclusions

6.2 These representations have been prepared by DLP Planning Consultants on behalf of NTC to demonstrate this site can offer a sustainable alternative employment provision without impacting the delivery of other employment uses sought by the Council and that this is an appropriate potential mixed employment and housing site that should be added to and assessed as part of both the employment and housing site allocations evaluation. The site meets the assessment criteria for an appropriate mixed use scheme and the addition of the proposed site will help the Council improve its employment and housing supply positions. The provision of additional mixed use employment facilities further enhances the sustainability of the area. 6.3 These representations have demonstrated that the proposed allocation of this land to the west of Coles Green Road is consistent with the general approach towards the location of sustainable development included within the NPPF. The existing employment use creates both an unsustainable and unproductive form of employment use and evidence can be provided to the Council to show its continuing use as such is not viable and would result in an unsustainable pattern of development.

6.4 Due to viability constraints, employment in the form designated in the Draft Development Management Policies is unlikely to be delivered at this site, is likely to be delayed and ultimately would create conflict with existing surrounding occupiers. In light of all of the above, and when applying the tests of policy, outlined in the NPPF, we conclude that the Draft Development Management Policy is both unjustified, ineffective and inconsistent with national planning policy. This site should therefore not be identified solely for employment development and the proposed quantum of housing for Brent should be directed to Coles Green Road.

6.5 The site is well located to the adjacent large residential settlement of Dollis Hill and is in a sustainable location to provide housing development to meet the future housing needs of Brent, whilst also providing green infrastructure contributing to recreational opportunities and the biodiversity of the area. The promotion

site is available, suitable and deliverable within the short to medium term, would contribute to the LPA's housing land supply, and provide suitable, alternative and skilled employment opportunities in excess of what is currently on site. The site has been assessed against the criteria contained within the Draft Development Management Policies and it has concluded that there is sufficient evidence to support the proposal for revised policies which take account of the positive criteria and deliverability of this site.

Council Response

The DMP contains detailed criteria to be applied in determining the release of employment land, which are to be considered in conjunction with the recommendations of the Employment Land Demand Study.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------------|-----------------|--------------------------|----------------------|
| | Site Specific | | DLP Planning Consultants | on behalf of NTC |
| Comments | | | | |
| <p>Key Reasons for promoting a mixed use scheme at Coles Green Road, Brent</p> <p>6.1 The proposed development would bring the following benefits to the London Borough of Brent:</p> <ul style="list-style-type: none"> · It is a development site that is available, achievable and deliverable within a short timeframe; · No existing employment operations will be lost and the proposed scheme will offer an increase in the number of jobs created over the existing underutilised employment use. · It has been assessed as a suitable housing site which can be sensitively designed around a number of employment uses; · It will provide for around 66 homes, with provision for affordable housing; <p>A notable contribution towards the five-year housing supply required in the London Borough of Brent;</p> <ul style="list-style-type: none"> · The creation of a significant level of new green infrastructure and biodiversity enhancements. · The proposal would support existing local leisure facilities, shops, employment and areas for recreational land; indeed it will supplement community facilities; · Technical studies have been initially scoped to include, transportation, daylight and sunlight, flooding and drainage and have concluded that there are no constraints affecting the ability to deliver development at the site. <p>Conclusions</p> <p>6.2 These representations have been prepared by DLP Planning Consultants on behalf of NTC to demonstrate this site can offer a sustainable alternative employment provision without impacting the delivery of other employment uses sought by the Council and that this is an appropriate potential mixed employment and housing site that should be added to and assessed as part of both the employment and housing site allocations evaluation. The site meets the assessment criteria for an appropriate mixed use scheme and the addition of the proposed site will help the Council improve its employment and housing supply positions. The provision of additional mixed use employment facilities further enhances the sustainability of the area.</p> | | | | |
| Council Response | | | | |
| <p>The DMP contains detailed criteria to be applied in determining the release of employment land, which are to be considered in conjunction with the recommendations of the Employment Land Demand Study.</p> | | | | |

Policies Map

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|--------------|-----------------|-----------|----------------------------------|
| Policies Map | Policies Map | N/A | N/A | Wembley National Stadium Limited |
| Comments | | | | |
| <p>We note the proposed extension of the Wembley Town Centre to include the area around Wembley Park station. We welcome developments which promote the</p> | | | | |

vitality and vibrancy of the area around the stadium- but emphasise that any applications for development in this area should be required, as a matter of policy, to address key issues arising on event days- particularly transport and crowd dynamics. Please can you review DMP1 and DMP2 in this context. Growth within and around existing residential locations will allow new development to take advantage of existing service infrastructure, community facilities and benefit development delivery in the most environmentally sustainable way. As part of the Golden Thread running through plan making and emphasised within the NPPF, sustainable development relies on high quality design in the most appropriate locations. Paragraph 7 of the NPPF focuses on the role of well-connected development "...and by creating a high quality built environment, with accessible local services that reflect the community's needs..." The NPPF promotes growth adjacent to existing well connected centres.

4.6 Given the market viability of the exiting employment use, due to the length of time of marketing and lack of interest it is apparent that the current development restrictions are negatively affecting the future delivery of development. Premises strictly within only B Class uses do not represent an attractive market opportunity or one for which tenants are seeking land opportunities. The Core Strategy and Draft Development Management Policies seek to protect SIL's, whereas the NPPF requires employment sites that have no reasonable prospect of being used for the designated employment land purpose, to be permitted for alternative uses relative to the need to support sustainable local communities. Planning policy restrictions on the development of the site and limitations in creating high quality alternative employment uses are such that an alternative approach must be adopted to identify and encourage the next most appropriate and feasible use on the site. Identifying a more appropriate use will help to meet the need for employment floorspace within alternative use classes and housing capacity for the London Borough of Brent.

Effective

4.7 Delivery is a fundamental element of planning policy. Policies and allocated sites need to be delivered during the period of the plan. There are no significant constraints and delivery problems associated with a proposal for a mixed use commercial and residential scheme. It is therefore effective to allocate land at Coles Green Road for a mixed use development whereas to restrict it solely to employment uses would be ineffective.

Council Response

The amended boundary is reflective of that already adopted in the Wembley Area Action Plan (AAP). Policies specific to Wembley are contained within the AAP and would be applied alongside the DMP.

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|---|--------------|-----------------|---------------|----------------------|
| Policies Map | Policies Map | | Neil Impiazzi | SEGRO |
| Comments | | | | |
| SEGRO supports the proposed alteration to the policies map which shows release of land within Northfields Industrial Estate from Strategic Industrial Location designation, as referred to at paragraph 8.3 of the draft DMP. | | | | |
| Council Response | | | | |
| Support noted. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|--------------|-----------------|-----------|-------------------------------------|
| Policies Map | Policies Map | | N/A | CGMS Consulting on behalf of Costco |
| Comments | | | | |
| We believe the proposals map modifications seek to highlight the release of parts of the SIL for Wembley that are proposed as part of the Area Action Plan. It is considered that further clarification is required to establish where the changes to the alteration are sourced and subsequently the scope for comments on the changes. We also consider that the plan could be improved graphically, as it is considered difficult to understand in terms of the colours/shading used for the SIL. | | | | |
| Council Response | | | | |
| The Wembley Area Action Plan has been adopted therefore the policies map has been updated accordingly. Greater clarity will be provided on proposed | | | | |

amendments to SIL and LSIS.

Proposed Alterations to Core Strategy

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------------------------------------|-----------------|---------------|----------------------|
| Proposed Alterations to Core Strategy | Proposed Alterations to Core Strategy | | Anne Clements | Quintain |
| Comments | | | | |
| <p>A general reference is made to replacing references to planning obligations with references to CIL, where appropriate and these amendments are welcomed. However, it is only at paragraph 5.101 that a detailed explanation of the application of CIL is set out and at that point, only in relation to community and cultural facilities. A comprehensive explanation of the application of CIL charges compared with other developer contributions where sought, is required towards the front of the document for clarity. In addition, paragraph 5.101 should be amended so that the following words are included at the end of the third sentence after "...new community facilities, amongst other essential infrastructure."</p> <p>In relation to CP23 the word "sports" should be removed so that any lost community or cultural facilities can be replaced as required.</p> | | | | |
| Council Response | | | | |
| The proposed alterations will not be taken forward. A full review of the Core Strategy will commence following adoption of the DMP. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------------------------------------|-----------------|---------------|----------------------|
| Proposed Alterations to Core Strategy | Proposed Alterations to Core Strategy | | Anne Clements | Quintain |
| Comments | | | | |
| <p>A general reference is made to replacing references to planning obligations with references to CIL, where appropriate and these amendments are welcomed. However, it is only at paragraph 5.101 that a detailed explanation of the application of CIL is set out and at that point, only in relation to community and cultural facilities. A comprehensive explanation of the application of CIL charges compared with other developer contributions where sought, is required towards the front of the document for clarity. In addition, paragraph 5.101 should be amended so that the following words are included at the end of the third sentence after "...new community facilities, amongst other essential infrastructure."</p> <p>In relation to CP23 the word "sports" should be removed so that any lost community or cultural facilities can be replaced as required.</p> | | | | |
| Council Response | | | | |
| The proposed alterations will not be taken forward. A full review of the Core Strategy will commence following adoption of the DMP. | | | | |

| Chapter | Section | Policy/Para No. | Full Name | Organisation Details |
|--|---------|-----------------|--------------------------------|----------------------|
| Proposed Alterations to Core Strategy | | | Dr Michael GP Maguire MRTPI | |
| Comments | | | | |
| <p>1. Planning for More and Better Housing Paragraphs 5.84 & 5.85</p> <p>1.1 The reference to the Core Strategy paragraph "The proposed revision of the London PlanLondon Strategic Land Availability Assessment" is incorrectly cited as paragraph "5.85", as it is labelled '5.84' in the Adopted Core Strategy (page 79).</p> | | | | |

1.2 The reference to the Core Strategy paragraph "Circular 1/2006PPS 3" and the proposed replacement sentence should be annotated as paragraph '5.85'.

1.3 The proposed deletion of the 'commitment' in the Core Strategy, paragraph 5.84, to specifically provide for the very specialised housing needs of Travellers and Gypsies in the Development Management Policies DPD is effectively a retrospective attempt to justify the omission of such a policy in the current proposed Development Management Policies Plan.

Strategic Objective 7

1.4 Wheelchair Adaptable and Lifetime Homes monitoring. Why the differentiation between monitoring the former on the basis of "completed homes", but the latter on the basis of "approved" homes ?.

Strategic Objective 10

1.5 Code for Sustainable Homes and BREEAM levels. "Major residential developments" should be defined in numerical terms, preferably 'over 100 homes '.

Council Response

The proposed alterations will not be taken forward. A full review of the Core Strategy will commence following adoption of the DMP.

Consultation form responses

| | |
|--|--|
| Name | No Name |
| General comments | Yes, I think it's great that Brent Council are finally doing something about too many betting/ takeaway/ payday loan shops and pawnbrokers. Brent residences (especially the younger generations) are not coming from stable homes as they once did or even at same standards as the wealthy boroughs, so why even allow all theses shops to open in the our borough in the first place?- (probably to generate income) I'm glad we are bothered now (better late than never). What's the purpose for betting shops?, the residence who desperately require entertainment and can only find it in gambling should venture out to central London, why have it at our doorstep to corrupt the unfortunate- really scares me what sort of people are elected to run our boroughs! I hope the new members of the elected Council will care enough t make sensible decisions. |
| Council Response | |
| Noted. The Council has had limited powers to control the increase in betting shops, pay day loan shops and pawnbrokers. The Gambling Act 2005, removed the 'demand test' making it no longer necessary for developers to prove there is demand for further betting shops in an area. In terms of planning powers, betting shops, pawnbrokers and pay day loan shops fall within the A2 use class. This means these businesses can open in units previously used by financial and professional services (A2), restaurants and cafés (A3), drinking establishments (A4) and hot food takeaways (A5) without planning permission being required. Only changes from retail shops (A1) would currently require planning permission. In September 2014 the Government consulted on proposals to create a smaller planning use class containing betting shops and pay day loan shops, meaning planning permission will be required for a change from any other use. This has allowed the Council to take forward a policy which will better control the spread of these uses. | |

| | |
|--|---|
| Name | No name |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | It's not robust enough to protect assets of community value without repeated challenges from developers. |
| Comments - quality, size and type of housing | For a start you can use what happened at Willesden Library (where there was no affordable housing or shared ownership for keyworkers) not happen again. It was a disgrace that they were advertising in China that the benefits of this were that there was no affordable housing in the complex! Large Housing developments should also have a clause that they any parking must be contained on the site and not taking up more space on the side streets. Furthermore, cycle storage etc should be built in. |
| Policies on sustainable development | Greater emphasis on Carbon Reduction. Greater emphasis on use of renewable energies built into the buildings. This should be done as standard. |
| Council Response | |
| The Council's Core Strategy sets a target for schemes of 10 or more homes to provide 50% affordable housing. To be consistent with the National Planning Policy Framework (NPPF) this is subject to viability, and all schemes of this scale are accompanied by a viability assessment to provide evidence of the level of affordable housing which can be achieved. This assessment is scrutinised by the Council. The Council cannot use planning powers to prevent developers advertising properties for sale outside of the UK; however, the Mayor has a voluntary code, which all developers are encouraged to sign, committing to market homes to Londoners before, or at the same time as buyers from other countries. | |

In line with proposed policy car parking provision would be on site. It is proposed in areas of on-street parking stress where there are Controlled Parking Zones, the Council will limit the number of on-street parking permits available for occupiers of the development other than for disabled blue badge holders. Opportunities for development to be car free will be considered in area with good public transport access. Developments will be required to provide cycle parking in line with the standards outlined in the DMP, and major development will be expected to contribute to improving links to and on the London Cycle Network. London Plan policy addresses reducing carbon emissions through the use of decentralised energy.

| | |
|---|--|
| Name | Patricia |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Listen to residents concerns more |
| Comments - quality, size and type of housing | Make sure they include new medical centres |
| Council Response | |
| The Core Strategy includes requirements for health care provision informed by the Infrastructure and Investment Framework. Population growth and the associated requirement for health care provision will continue to be monitored and reviewed as required. | |

| | |
|--|--|
| Name | Maureen O'Keeffe |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Open Spaces could be kept a bit cleaner and more attractive and free from drinkers and drug users. Historic buildings could be kept looking cleaner so that they can be appreciated. |
| Council Response | |
| This is outside the scope of the DMP, however, comments will be passed on to the relevant Council departments. | |

| | |
|--|--|
| Name | Dabinder Rai |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Stop building houses and flats on the little space that is left in Brent. |
| Comments - quality, size and type of housing | There is not enough housing in Central Brent. Any new houses should be build towards the outskirts of Brent. |
| General comments | Too much funding is being spent in the North of the borough. More money needs to be invested in building up the town centres of those in the south of Brent. |
| Council Response | |
| The Core Strategy sets housing targets to meet identified need. The Site Allocations Development Plan Document (DPD) identifies and allocates sufficient sites to meet this target. The Site Allocations DPD is informed by an assessment of the availability of suitable sites. It allocates sites across the borough including | |

sites in Central Brent. For example within Wembley sites are identified to accommodate 11,500 homes to 2026. There are not sufficient suitable sites on the outskirts of Brent to meet the housing target in full. Any proposals for housing development coming forward for housing outside of the site allocations will be assessed against the policies in the DMP.

The Council's Regeneration Team includes Regeneration Growth Area Managers and a Town Centre Manager responsible for securing funding for Brent's growth areas and town centres, which are distributed across the borough.

| | |
|---|---|
| Name | Farrukh Jamil |
| General comments | For once Brent Council can pull its figure from its backside and take some radical action to clean the Borough by limiting the number of all businesses in all areas. The Borough has become a fish market with no dignity, respect and integrity for any business. Borough needs to take some radical actions to over power this now and not in 2/3 years time, when the problem may overflow. |
| Council Response | |
| The council has drafted proposals to keep high streets as mixed as possible in order for one type of business not to dominate, see DMP 2 and DMP 3. | |

| | |
|------------------|---|
| Name | khan |
| General comments | i agree the polices against the bet shop pawn brokers |
| Council Response | |
| Noted. | |

| | |
|--|--|
| Name | Mary Cuniffemary |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | No plan will work unless the council controlled the following - these problems are especially prevalent on Wembley High St and Ealing Road. Pawnbrokers , Betting Shops and Pay Day Loan Shops are far too plentiful and there is insufficient regulation on how these companies rip off the poor. There is no regulation on the number of shops that look worse than Pound Shops - many of these spill out on to, the pavement and selling Veg and Fruit in bowls , and toilet rolls in abundance. Veggie shops that do not clean up their shops enough - lack of hygiene. Sweat shops - and Bazzaars - at least three of them on Ealing Road that have crammed in small units either selling products, cutting hair, sewing, mobile phones - 90% of these units have no window or proper ventilation and are worse than Victorian conditions that have been historically condemned. Traffic congestion caused by an illegal supermarket - VB & Sons premises was never designed to be a super market- original planning permission was for a number of shops with front opening on to Ealing Road. There is now a permanent Shipping Container in the car park which already does not cater for the number of customers. This a bit cleaner than before. It the whole enterprise clogs up the residential area and could not have been passed under normal planning conditions for Vendors. This needs to be looked in to as the level of corruption surrounding it is obvious. Too many new high rise developments in the area. This has trebled the population and will put an unnecessary strain on an area that was not coping before. The 1960s experience of high rise should teach us that we will have social problems if we c tinge to cram the poor into inadequate spaces. Flytipping and rubbish dumping has increased exponentially in the last two years and is not being tackled. |

| | |
|--|--|
| Comments - quality, size and type of housing | Deal with the problems we have |
| Policies on sustainable development | I have not read the policies because I think generally the issues of local residents who are already here have been ignored for over a decade to, the detriment of what was a quiet peaceful area to live in. Alpertion is now blighted by dirt, rubbish and environmental problems that are cause by cramming the population into the area, not regulating new businesses that look like they are exploiting workers in poor conditions, The UK used to have much higher standards and we are not helping anyone by catering to the lowest cannot denominator. People have moved here to improve their lives, and we should resist copying the standards of where migrants have originated from. You don't have to travel any more to see small shops and crowded spaces where workers are working in sub standard conditions and residences are putting up with an inordinate amount of rubbish. |
| General comments | It is time also to challenge why residents are paying to park with I the Zone- when it was introduced first we were promised that it old be free. The council is not befitting from these charges as the zone is run by a private contractor. |
| Council Response | |
| DMP 3 proposes to limit the proportion of pawnbrokers, pay day loan shops and betting shops in Brent's town centres. The Council does not have powers to regulate these uses, however, the government recently consulted on proposals to increase regulation of betting shops. Proposed policy DMP 2 sets criteria on the design of shop frontage and restrictions on forecourt trading, to ensure it does not cause obstructions to pedestrians. Comments regarding VB& Sons have been passed to the Enforcement Team for investigation. Tall buildings is addressed in London Plan Policy 7.7 including the scale of buildings should consider existing character and context and be of an appropriate and complementary scale, massing and height in relation to its immediate and strategic context. Other comments are outside the scope of the DMP, however, where relevant comments will be passed on to the appropriate Council departments. | |

| | |
|--|--|
| Name | S Morpurgo |
| Comments - quality, size and type of housing | Many new builds using cement fascia material - start to show weathering damage cracking and water ingress even within 4 years. Flat roofed developments in Brent have required re surfacing and repairs within 4 years. The Fire brigade recommendations have not been listened to - New builds with very weak partition stud walls EG: Using wooden frames between 14 flats - Woodcock Hill HA3. This type of new build does not stop fire from moving rapidly through a whole development. Yet they are still being approved and built in Brent. Poor quality, not designed for winter conditions. |
| Policies on sustainable development | |
| Council Response | |
| It would not be appropriate for the DMP to prescribe materials, however, proposed policy DMP 8 includes the requirement for buildings to be constructed of materials which are sustainable and high quality. In accordance with this policy and with consideration of the local context the case officer will make an assessment on the suitability of materials proposed. National standards to ensure buildings are safe and accessible are set out in Building Regulations. All buildings must meet the requirements of the Building Regulations. | |

| | |
|--|--|
| Name | Joseph Goldstein-Yusuf |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | |
| Comments - quality, size and type of housing | All London council should be prepared for phenomenal population boost from 2014 till 2020, as most of the new settlers from overseas have never had it so good according to 21st century Macmillan's quote. Most population explosion in London and Birmingham etc is due to deep traditional culture philosophy about life; life is all about multiplying at fastest rate when food facilities are abundant, plenty and cheap. As stated in Brent council vision of the future DMP 40, housing facility factors d, e, g are none existent, as landlords cash in on new settlers/immigrants. |
| General comments | All London council should be prepared for phenomenal population boost from 2014 till 2020, as most of the new settlers from overseas have never had it so good according to 21st century Macmillan's quote. Most population explosion in London and Birmingham etc is due to deep traditional culture philosophy about life; life is all about multiplying at fastest rate when food facilities are abundant, plenty and cheap. As stated in Brent council vision of the future DMP 40, housing facility factors d, e, g are none existent, as landlords cash in on new settlers/immigrants. |
| Council Response | |
| The design of housing and standards it has to achieve is covered in the London Plan and associated Housing SPG | |

| | |
|---|--|
| Name | M. Von Stoll |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | We need to keep our open spaces, we have lost many trees and green spaces with the dense building of flats in Kilburn, marketed abroad in Singapore, conditions must be made by the legal department when council land is sold off. This has not helped the housing problem in Brent it has made it worse. When considering any new buildings, planners must also consider the infrastructure to sustain the larger population, schools, parking, GP's, Hospitals, open space community facilities, crime historic buildings and the development should enhance The local community. |
| Comments - quality, size and type of housing | Council land and buildings should not be given over to Housing Associations or sold to private developers. Tenants of housing associations to not have the right in law to manage their own property or be part of the association board and the rents are in many cases too high for those on low wages. |
| General comments | I would like Brent, Camden and Westminster councils to work together on proposed developments in Kilburn together with the local community. Each of these boroughs are building large developments increasing the population with the loss of open spaces, trees, no new community facilities or infrastructure to support. The present population is being squeezed or worst made to move out of the borough, |
| Council Response | |
| The Core Strategy includes requirements for social infrastructure provision informed by the Infrastructure and Investment Framework. Population growth and the associated requirement for social infrastructure will continue to be monitored and reviewed as required. | |
| This is outside the scope of the DMP consultation, as the Council cannot use planning powers to prevent developers advertising properties for sale outside of the | |

UK. Comments will be passed to the relevant Council department.
 Brent, Camden and Westminster councils liaise and formerly consult each other on development proposals within the Kilburn area. There is interest in a prospective Neighbourhood Plan for Kilburn and this may be one mechanism to deliver further joint working.

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| Name | S MAIde |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Having by laws that limit the amount legally allowed for betting, pawn etc in any high street. |
| Comments - quality, size and type of housing | not sure |
| Policies on sustainable development | pawn, betting shops etc are not long term goals |
| General comments | no |
| Council Response | |
| Noted. Adult gaming centres, pawn-brokers, pay day loans and betting shops are addressed in policy DMP3. | |

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| Name | Jen |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Why wasn't the Willesden library saved when so many people opposed it? Would the council listen to our views anyway? Why build so many more flats where the infrastructure e.g. schools cannot support them? |
| Policies on sustainable development | Too many flats means much more rubbish - more services to support increased houses |
| General comments | Help make our high street be cleaner, fill in the pot holes. |
| Council Response | |
| Core Strategy Policy CP23 protects existing community facilities - allows for their loss if replaced on site or nearby. | |

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| Name | Maggie Chambers |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | I think everyone knows what activities promote antisocial behaviour. You don't need the public to spell it out. The four money making establishments listed above are all problematic in one way or another - takeaways are expensive and unhealthy and promote litter, betting shops squander family money, pawnbrokers take people's possessions for ludicrously low amounts and put people in further debt, as do payday loan shops which have horrendous rates of interest. Protect the public by minimising them. |
| Comments - quality, size and type of housing | Don't know enough about the problem or solutions but I suspect anyone with access to all the information would have the solution staring them in the face. |
| Policies on sustainable development | Don't know |
| Council Response | |

The Council proposes to introduce policy to limit the proportion of takeaways, betting shops, pawnbrokers, pay day loan shops, as set out in draft policy DMP 3.

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| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | By encouraging proper local business start-ups to use and employ local youth. By not allowing betting shops, fast food outlets and so called "shisha" outlets on the street. |
| Policies on sustainable development | Countless apartment developments will not encourage sustainability and will increase demand for services. |
| Council Response | |
| <p>The Council works with developers in the borough to ensure local people benefit from job creation and skills training from new developments. As this is a strategic priority policy on local employment and training schemes is included in the Core Strategy.</p> <p>The Council proposes to introduce policy to better control the development of takeaways, betting shops, and shisha cafes, as set out in draft policy DMP 3. The Core Strategy includes requirements for social infrastructure informed by the Infrastructure and Investment Framework. Population growth and the associated requirement for social infrastructure will continue to be monitored and reviewed as required.</p> <p>The London Plan contains policies to deal with Housing Standards and the Housing SPG. It also includes policies on Design.</p> | |

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| Name | Darshan |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Create more offices for the highly unemployed people to learn or improve their job search or career skills. engage people to participate in community events to get networked for employment |
| Comments - quality, size and type of housing | Reduce the number of people given free council housing. Increase employment, reduce immigration. tighten policies on benefits |
| Council Response | |
| <p>The Council works with developers in the borough to ensure local people benefit from job creation and skills training from new developments. As this is a strategic priority policy on local employment and training schemes is included in the Core Strategy.</p> <p>This is outside of the scope of the DMP.</p> | |

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| Name | Frank Hemmes |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Employment: The proposed policies seem rather defensive and primarily aimed at reducing the rate of loss of employment sites. This creates the risk that if many currently vacant spaces meet the criteria for being changed to non-employment sites, the total size of employment sites will still decline. Is it possible to have more proactive policies that encourage creative/innovate use of employment space prior to reallocating it for non-employment use? |
| Council Response | |
| The Council is required to protect sufficient land to meet business need in line with the NPPF. Furthermore, Local Employment Sites (LES) make an important | |

contribution to the local economy, therefore policy does seek to protect LES where they can continue to meet the needs of businesses. In line with DMP 14 the development of these sites for non-employment uses would only be allowed where it can be demonstrated there is no current or future demand for the site for ongoing employment use and the possibility of redeveloping the site for alternative employment uses has been fully explored. DMP 14 also allows the redevelopment of vacant LES for mixed-use development where this would support provision of affordable workspace. Policy on designated employment sites (Strategic Industrial Location and Locally Significant Industrial Sites) is contained in the Core Strategy.

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| Name | k.Michaelides |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | There should be more stringent limits on the numbers of take aways, betting shops, shishas and same day loans outlets. No more than one of each per street to reduce gambling, smoking and encourage a more diverse range of shops. We have insufficient open spaces and conservation areas. Increased housing and population densities mean people need to find peace and relaxation in a green and natural environment. These are vital to public health. These need to be extended and part of each development. Places of historical interest must be preserved. This is important for our heritage and public and national pride. They also encourage footfall and revenue. |
| Comments - quality, size and type of housing | Although housing is urgently needed, it is too crowded and causes friction and stress to the occupants. Sound proofing is also important. High rises are anti-social and it is proved that they cause isolation and depression. Housing with insufficient parking within the development has already caused grid locking in our streets, blind spots, illegal parking and dirty streets that cannot be swept and washed. |
| Policies on sustainable development | There are no provisions for adequate schools, doctors, hospital and social and mental health provision. Too many flats with a burgeoning population and children with nowhere to go for education. Patients cannot be seen quickly as there are not enough medical facilities and staff. Every development must have these infrastructures included. |
| Council Response | |
| <p>The Council proposes to promote a diverse mix of uses in our town centres, by setting a limit on the proportion of takeaways, betting shops and pay day loan shops, as set out in draft policy DMP 3.</p> <p>London Plan Policy 7.18 seeks to protect open spaces, whilst the Core Strategy includes a requirement for new open space within growth area. In addition policy DMP 19 includes standards for amenity space provision, which will apply to all new residential units.</p> <p>The DMP includes policies to protect residential amenity (DMP 1 and DMP 17 in relation to noise) and ensure sufficient parking is provided (DMP 12).</p> <p>The Core Strategy includes requirements for social infrastructure informed by the Infrastructure and Investment Framework. Population growth and the associated requirement for social infrastructure will continue to be monitored and reviewed as required.</p> | |

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| Name | Phil Leask |
| Policies on sustainable development | There needs to be a specific DMP policy, possibly 21b, relating to local flooding and run-off from residential properties. A combination of deliberate use of planning policy and enforcement where necessary, would ensure, over time that frontages with driveways or paved areas become sustainable, through the required use of SUDS and genuinely permeable surfaces and increased soft landscaping. This would greatly reduce run-off in areas where currently large amounts of water pour out on to the streets when it rains. In the context of climate change and the likelihood of wetter winters, drier summers but also an increase in sudden downpours, this is particularly important. Since there are two aspects to this - development where consent is applied for, and development |

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| | involving a breach of planning requirements - the policy needs to have its own Performance Measure. This would require the monitoring of planning consents. It would also require monitoring of enforcement action. The latter is necessary, as this is an area of policy currently given a low priority by planning enforcement, reflecting a lack of wider understanding of how the GPDO and associated policies could transform conditions over time. |
| Council Response | |
| This is addressed in Policy DMP12 which seeks soft landscaping provision and London Plan Policy 5.12 Flood Risk Management | |

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| Name | Arabella Parmar |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | The planning policy document is a complex document. Who has the time to read and understand what is written in it? The council should have a scheme in place to provide protection for the above and not call upon the general public to improve strategies. The council needs to employ professionals who can judge the needs of residents and businesses in Brent and make policy amendments around that. |
| Comments - quality, size and type of housing | Again: the planning policy document is a complex document. Who has the time to read and understand what is written in it? The council should have a scheme in place to provide protection for the above and not call upon the general public to improve strategies. The council needs to employ professionals who can judge the needs of residents and businesses in Brent and make policy amendments around that. |
| Policies on sustainable development | Again: the planning policy document is a complex document. Who has the time to read and understand what is written in it? The council should have a scheme in place to provide protection for the above and not call upon the general public to improve strategies. The council needs to employ professionals who can judge the needs of residents and businesses in Brent and make policy amendments around that. |
| General comments | The town centres should be pretty and attractive to visit. Not filled with Betting Shops, Pawn Brokers, Takeaways and Lawn-sharks. The council need to police the way shop fronts are presented. They should be stylish, not cheap with plastic lettering and neon signs. (look at any old English town centre outside London) A license should not be renewed if they have not improved their shop front. Every little bit of detail helps make a town centre look nice. Traffic can be improved by making adjustments to traffic light timings. Many traffic lights are wrongly adjusted, causing many motorist misery at peak and off peak times. |

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| Council Response | |
| <p>The DMP is a planning document forming part of the Local Plan. To be consistent with the NPPF and London Plan and to serve its purpose it is necessary it uses certain terminology. Efforts have been made to keep the DMP concise and further reduction has been proposed. As such it is considerably shorter than the UDP it will supersede which is nearly 300 pages long. The Council undertakes consultation to give interested parties the opportunity to have their day on the proposed policies. This is a requirement of the Town and Country Planning Regulations (Local Planning) 2012 and also consistent with the Council's Statement of Community Involvement.</p> <p>The Council proposes to promote a diverse mix of uses in our town centres, by setting a limit on the proportion of takeaways, betting shops and pay day loan shops, as set out in draft policy DMP 3.</p> <p>DMP 2 provides criteria to promote attractive town centres and shopfronts.</p> | |

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| Name | John Poole |
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| General comments | Housing with quality open spaces and air are vital for good health in the community and we need to always think about how we can improve these conditions for better health and improved employment opportunities. |
| Council Response | |
| Noted. London Plan Policy 7.18 seeks to protect open spaces, whilst the Core Strategy includes a requirement for new open space within growth area. In addition policy DMP 19 includes standards for amenity space provision, which will apply to all new residential units. | |

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| Name | Bharat Shah |
| General comments | As with question 1, there are also far too many food shops , butchers on high streets, i.e. all of them offering the same sort of food off licence and provisions items. These need to be scaled down as well. On top of these shops extend they products to the front of the shop onto pavements. One it spoils the outlook of the high street and is also dangerous for the pedestrians, there is no walking space. Just look at the shops between 415-457 Kingsbury Road NW9. With regards to housing, there are far too many family homes which are basic 3 bedroom homes now rented out and occupied by as many as 10 people. One just need to look at waste bins. A number of properties have been converted into flats with the small front bedroom as a kitchen. This again spoils the outlook and appearance of the area. It basically lower the values of the area. Are these properties legally converted into flats. Fly tipping at the end of the roads, or in the alleys, people leaving their normal rubbish, piece of unwanted furniture etc. We all know that the country has had new wave of people of different part of the world come to UK , A suggestion that a member of council attends school assemblies at once every 3 months and talks about disposing all types of rubbish to the children and who can then pass these information to their parents and when these children grows up they would know exactly how to dispose off the rubbish and not to dump anywhere and make the area look clean. Take Singapore for example, They have strict guidelines for disposing rubbish. Chewing gum is just one example. We are good at putting laws in place but not good at implementing, the laws are all self governing thinking that we all will abide by it. |
| Council Response | |
| <p>In developing the policy a review of town centre health check was undertaken. Although there is evidence that there has been a rapid increase in the number of takeaways, betting shops and pay day loan shops, the same can not be said for food shops. Many centres have seen a decrease in A1 uses including food shops. Therefore there is not evidence these uses are overly dominating town centre to their detriment.</p> <p>Proposed policy DMP 2 deals with forecourt trading.</p> <p>Proposed policy DMP 1 & 17 provides criteria on conversions, to ensure this is not to the detriment of the wider area.</p> <p>If residents have concerns that a property has been converted in a way which would breach planning regulations this should be reported to the Council's Enforcement Team who will investigate.</p> <p>Fly tipping is outside of the scope of the DMP consultation, however, comment swill be passed on to the relevant Council department.</p> | |

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| Name | Simon woo key |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and | Brent needs to plan for future employment in the developing TMT (tech, media and telco) sector. This is a sector where businesses can grow from a handful of people to dozens of employees almost overnight. This is a sector that is price sensitive and what drove them to silicon roundabout (cheap rent) will drive them towards Kilburn, |

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| conservation areas. | queen's park and Kensal when rents increase in the centre. This is noted in the 2012 London office policy 1.8.17 Queen's Park location of the south Kilburn regeneration project offers the opportunity to create a local TMT hub as it is situated close to the larger TMT hubs of Paddington and Euston/Kings Cross and the future development area of Oak Park. The many locals who work in the creative industries would benefit from this economic redevelopment |
| Comments - quality, size and type of housing | Freeholders who wish to improve their homes by reasonable and high quality (design, material and construction) additions should be encouraged within regeneration areas. This will help add to a diverse housing mix and provide the filling in of the fine grain detail of the area to compliment the new housing being built. |
| Council Response | |
| The DMP policies do not prescribe what forms of employment uses are suitable in Local Employment Sites. This is to allow flexibility as growth sectors emerge. However, the policies would support the development of tech, media and telco within Local Employment Sites and secondary frontage of town centres. Proposed policy DMP 14 to encourage the creation of affordable workspace as part of major commercial developments in SIL and LSIS could also support the development of this sector. London Plan Policy requires the use of sustainable and high quality materials, however, this only applies where a planning application is required. DMP1 relates to preserving the character of an area, and respects the grain and nature of the predominant street character. | |

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| Name | James Powney |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | I think it would be useful, if technically possible, to differentiate between those community buildings genuinely open to the community at large, and those open only to limited categories (e.g. private clubs). In some respects it may be that current policies are too protective of D1 uses. |
| Council Response | |
| Community assets are not viewed in such a way. General public access will be encouraged where possible, but for existing community uses the fact that it might be limited to one particular group will not mean that it cannot be considered as an asset that could be used for other groups in the future. | |

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| Name | Katrina Heal |
| General comments | The 400m buffer zone for takeaways around schools is a good start to supporting healthier environments, but as children in London have good access to public transport this would have more impact if it were increased to 800m (Brighton and Hove council have done this). Aside from this being implemented around secondary schools, this could also be extended to public spaces - parks and primary schools in the borough. |
| Council Response | |
| The policy is considered appropriate for Brent's characteristics. 800 metres is a significant area given the number of schools which has to be balanced up against the practical reality that many schools are located near to town centres/shopping parades which are also subject to downturns in demand from A1 retailers. | |

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| Name | Will |
| Comments on policies on protection of employment sites, community facilities, | Our Pubs, The Queensbury in particular, should have a proper protection policy. |

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| open space, historic buildings and conservation areas. | |
| Comments - quality, size and type of housing | |
| Policies on sustainable development | I think waste collection and street cleaning in Willesden is a long way short of what is needed for the Area to appear clean. There are far more adults living in properties that traditionally used to house less people, thus producing far more waste than Brent Council seems to anticipate. Any future developments of housing or business should be have more than the minimum provision for Waste management. |
| Council Response | |
| Noted. A separate pub protection policy has been added to the DMP in response to feedback. Provision for the storage of waste and recycling must be designed into new developments with appropriate accessibility from units and the street, the storage capacity and arrangement must also be in line with the council's current requirements see Waste and Recycling Storage and Collection Guidance for Residential Properties. | |

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| Name | L.sunderland |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Stop selling off sites for redevelopment (e.g. libraries/community centre, council offices @Willesden & forty lane etc.) Need specific pub protection policy like some other boroughs. |
| Council Response | |
| Where there is a loss of infrastructure, outlined by London Plan Policy 3.16, the council intends to replace the facility or where there is no demand for the facility no more, it will be redeveloped. | |

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| Name | c grech |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Do not sell or allowed to be sold to developers. |
| Comments - quality, size and type of housing | Not allow new build to be sold offshore |
| Council Response | |
| The Council cannot use planning powers to prevent developers advertising properties for sale outside of the UK, however, the Mayor has a voluntary code, which all developers are encouraged to sign, committing to market homes to Londoners before, or at the same time as buyers from other countries. | |

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| Name | Hannah ford |
| Comments on policies on protection of employment sites, community facilities, | Shopfronts and signage that are currently used are ugly, too diverse in their appearance, cluttered and cover up the older more beautiful buildings behind them - the plans only cover new applications but don't look to address |

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| open space, historic buildings and conservation areas. | the current problems Also there are too many shops with the same limited use - hair products, Somali markets, internet/phone shops, chicken shops as well as the betting/ pound shops/ loan shops - there's not enough diversity in provision of quality goods and cafés. We need to encourage more well known brands to the area, non-ethnically specific cafés that are welcoming to all and quality boutique to the area to show of diversity and make the locals proud to have a nice place to live in . |
| General comments | Pavement space is used too liberally - the shops spill out on to the street all selling the same low quality cheap goods and clutter the pavement - there should be tighter controls on creating a nice environment especially as we now have nicer wider pavements - in no time they will be trashed if nothing is done. |
| Council Response | |
| The DMP policies can only be applied where a planning application is submitted. The Council will explore other mechanisms to improve the appearance of town centres including the public realm and existing retail units. | |

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| Name | Lorraine Norton |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | I cannot download all your documents at the moment so unable to comment directly. However I still wish to make my views known. There is a marked difference between the care of local streets and the look of high roads in many areas of Brent as compared to Westminster (where i used to live). I am speaking of litter, a "down-and-out" appearance, and a growing number of large, ugly, refuse bins. This does not reflect well on Brent Council which is a pity. In my opinion if people live in a pleasant area that feel better and take more pride. When they live in a dowdy and uncared for area they become disgruntled and do not care about maintaining their surroundings. I am not saying shisha cafe's and take-aways should not be allowed anyway but I think too many near schools and colleges encourages smoking and unhealthy eating (and litter from take-aways). There are many buildings (and above shops) with beautiful architecture. Many of these have been allowed to deteriorate. More greenery and pleasant spaces are required. |
| Policies on sustainable development | I cannot download all your documents at the moment so unable to comment directly. However I still wish to make my views known. There is a marked difference between the care of local streets and the look of high roads in many areas of Brent as compared to Westminster (where i used to live). I am speaking of litter, a "down-and-out" appearance, and a growing number of large, ugly, refuse bins. This does not reflect well on Brent Council which is a pity. In my opinion if people live in a pleasant area that feel better and take more pride. When they live in a dowdy and uncared for area they become disgruntled and do not care about maintaining their surroundings. I am not saying shisha cafe's and take-aways should not be allowed anyway but I think too many near schools and colleges encourages smoking and unhealthy eating (and litter from take-aways). There are many buildings (and above shops) with beautiful architecture. Many of these have been allowed to deteriorate. More greenery and pleasant spaces are required. |
| General comments | I cannot download all your documents at the moment so unable to comment directly. However I still wish to make my views known. There is a marked difference between the care of local streets and the look of high roads in many areas of Brent as compared to Westminster (where i used to live). I am speaking of litter, a "down-and-out" appearance, and a growing number of large, ugly, refuse bins. This does not reflect well on Brent Council which is a pity. In my opinion if people live in a pleasant area that feel better and take more pride. When they live in a |

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| | dowdy and uncared for area they become disgruntled and do not care about maintaining their surroundings. I am not saying shisha cafe's and take-aways should not be allowed anyway but I think too many near schools and colleges encourages smoking and unhealthy eating (and litter from take-aways). There are many buildings (and above shops) with beautiful architecture. Many of these have been allowed to deteriorate. More greenery and pleasant spaces are required. |
| Council Response | |
| <p>Street cleansing is outside the scope of the DMP, however, comments will be passed on to the relevant Council department. Proposed policy London Plan Chapter 7 policies require a high quality of design and , materials for the street environment and all publicly accessible buildings. It also requires coordinated and well designed street furniture, and the avoidance of unnecessary clutter.</p> <p>Proposed policy DMP 3 proposes takeaways and shisha cafes should not be given permission in proximity to schools.</p> <p>Proposed policy London Plan 5.10 requires all development to contribute to urban greening and for enhancements to existing landscaping to be sought.</p> | |

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| Name | Nicola Chance |
| <p>Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas.</p> <p>Page 127</p> | While I would not like to see a increase of takeaways, betting shops, pawnbrokers and payday loan shops on my local high streets (Willesden, Cricklewood and Neasden) I do not see much positive action to preserve and protect the positive and unique in these policies, these are often historic buildings, conservation areas and open spaces and community. These contribute vitally to the vibrant success of a strong town centre community. I feel that Brent needs to be proactive and take action needs to ensure high streets are easy to access, park in and offer a variety of small local quality shops. There should not be a predominance of any one type of shop and rents should be not be prohibitive for businesses with differing profit margins, which would lead too many chain betting shops and loan shops. I also support the 'meanwhile uses' in the proposals but would like to see some provision of these fledgling businesses, often offering community benefits being supported beyond a meanwhile timescale as this variety and dedication to a town centre is a positive contribution. |
| Comments - quality, size and type of housing | Better parking and bin provision within developments Favour development plans that allow adequate living space. |
| Council Response | |
| <p>DMP 7 sets out the Council's proposed policy and protecting heritage assets in the borough, London Plan Policy 7.18 deals with open space and Policy 3.16 community facilities (called social infrastructure to be consistent with the London Plan).</p> <p>The Council is actively exploring other mechanisms to enhance town centres. Proposed policy DMP 2 seek to promote a diverse mix of uses in town centres to support their viability.</p> <p>The vast majority of premises in Brent's town centres are under private ownership, meaning the Council cannot control rents.</p> <p>Support for Meanwhile uses is noted.</p> <p>The DMP sets parking standards for developments. Provision for the storage of waste and recycling must be designed into new developments with appropriate accessibility from units and the street, the storage capacity and arrangement must also be in line with the council's current requirements see Waste and Recycling Storage and Collection Guidance for Residential Properties. All developments are required to meet the London Plan spacing standards.</p> | |

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| Name | Rita Conneely |
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| Comments - quality, size and type of housing | Affordable should not also be onsite- but when onsite it should be properly integrated into the housing development. This means no structural or design segregation as most recently exemplified by 'poor doors'. |
| Council Response | |
| London Plan Housing Policy 3.5 and the Housing SPG deal with affordable housing on site and its design. | |

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| Name | Frances Matthews |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Under Affordable Workspace - could the percentage increase from 10% as start ups and SME's offer great diversity and contribute to the economy of London yet are at risk by increased property prices. |
| Comments - quality, size and type of housing | "Brent's 2003 private sector stock condition survey estimated that the majority of HMO buildings are not suitable for human habitation "I think there could be greater emphasis placed on the facilities, size of rooms and quality of any existing or new HMO buildings to ensure the standards of residence the private section create or manage is higher. |
| Council Response | |
| The 10% has been removed to take account of the pressures on release of employment land from residential use and also to encourage existing poorer employment premises to be upgraded to better meet business needs. HMOs will be required to meet the housing standards and quality set out in policy DMP20 and DMP 1 deal with the impact of HMOs on existing residential areas. | |

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| Name | G. Fitzgerald |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Listed building' status to older properties. Keep local housing in the style in which it was built e.g. stop paving |
| General comments | Good improvement to shop fronts at Cricklewood Broadway. Wembley looks excellent, hopefully standards will be maintained. |
| Council Response | |
| Heritage England is responsible for maintaining the National Heritage List for England and decide if building should be designated as listed buildings. Proposed policy DMP 1 sets out design principles for extensions and alterations to existing buildings, including that they must complement the existing character and context. SPD 5 Residential Extensions, SPD 17 Design and additional area based guides will give further details. | |

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| Name | Marina Gomes |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | By making residents more aware of these proposals |
| Council Response | |

A variety of mechanisms were used to promote the consultation as widely as possible. This consultation was advertised within the Brent magazine, a copy of which is sent out to every Brent household. Letters were sent to interested parties on the Local Plan Consultation list, emails to all schools and members of the Consultative Forums, a press notice was placed in Wembley Observer, a press release was issued, posters and comment forms were displayed in all libraries, an exhibition was located in the civic centre, drop-in-sessions were held at venues across the borough and the consultation was advertised on JCDecaux boards across the borough. In addition the consultation was publicised on the Council's website, Facebook and Twitter and Council Officers undertook a presentation on the consultation at each Area Forum.

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| Name | No name |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Conservation of open spaces most important for environment. Green areas needed to increase - with planned building at Park Royal, Stonebridge and Brent Cross, Neasden (North Circular will be more polluted |
| General comments | Insufficient promotion of this project. Should have drop-in sessions at all major supermarkets. Street advert not eye catching - too green. We are not all online so copies of draft plan at libraries not easily accessible - fewer libraries now! |
| Council Response | |
| <p>London Plan Policy 7.18 seeks to protect open spaces, whilst the Core Strategy includes a requirement for new open space and targets for tree planting within growth area. In addition policy DMP 19 includes standards for amenity space provision, which will apply to all new residential units. London Plan Policy 5.10 requires all development to contribute to urban greening and for enhancements to existing landscaping to be sought.</p> <p>A variety of mechanisms were used to promote the consultation as widely as possible. This consultation was advertised within the Brent magazine, a copy of which is sent out to every Brent household. Letters were sent to interested parties on the Local Plan Consultation list, emails to all schools and members of the Consultative Forums, a press notice was placed in Wembley Observer, a press release was issued, posters and comment forms were displayed in all libraries, an exhibition was located in the civic centre, drop-in-sessions were held at venues across the borough and the consultation was advertised on JCDecaux boards across the borough. In addition the consultation was publicised on the Council's website, Facebook and Twitter and Council Officers undertook a presentation on the consultation at each Area Forum.</p> | |

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| Name | Helen Smyth |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | More rules regarding household rubbish. Maintain all open spaces and keep litter free. More fines for fly tipping. |
| Comments - quality, size and type of housing | Consultation with current residents |
| General comments | Improvement to shop fronts and high streets to be more safer; creating more community feeling. |
| Council Response | |
| <p>Fly tipping and maintenance of open space is outside the scope of the DMP.</p> <p>The Council is actively exploring other mechanisms to enhance town centres. Proposed policies DMP 2 seeks to promote a diverse mix of uses in town centres</p> | |

to support their viability. Proposed policy DMP2 and the associated Shopfront Design Guide will improve design within town centres.

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| Name | Penny Bishop |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | I didn't attend either meeting but closing libraries does not help; especially families who do not have a computer or quiet space and disposing of building e.g. the house on the roundabout at Neasden. The condition of Oxgate Farm House is a disgrace. |
| Council Response | |
| These comments are outside the scope of the DMP, but will be passed on the relevant department. | |

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| Name | No name |
| General comments | As with most proposed policies I have found the residents' thoughts and ideas are rarely taken into consideration - sadly. |
| Council Response | |
| The purpose of the consultation is to give residents and opportunity to have their say on the proposed policies. All comments will be considered and policies amended as necessary. Comments and amended policies will be reported back to Committee. | |

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| Name | H M Hacker |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Listen to what local people have to say. Make consultation genuine. Don't go through 'consultation' process and then do what is in the officer's report. The officers don't live or care about Brent. Listen to local people. |
| Comments - quality, size and type of housing | Developers should provide a good proportion of new housing for people working in the public sector - hospitals, schools, etc. This would be affordable one or two bedroom flats through housing associations. |
| Policies on sustainable development | There is an urgent need to review current on and of street parking charges. Brent currently has 3/4 empty council car parks and high streets full of cars displaying blue badges and little else because of the high pay and display charges. (It is cheaper in St. John's Wood High street. |
| Council Response | |
| The purpose of the consultation is to give residents and opportunity to have their say on the proposed policies. All comments will be considered and policies amended as necessary. Comments and amended policies will be reported back to Committee. The Council's Core Strategy sets a target for schemes of 10 or more homes to provide 50% affordable housing. The affordable housing is to comprise a split of 70:30 social housing to intermediate. Parking charges are outside the scope of the DMP consultation, but comments will be passed on to the relevant team. | |

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| Name | Steffi Cox |
| General comments | I think they should increase the number of banks in the area and increase the shops for shopping trips too |

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| Council Response | |
| Proposed policies DMP 1 and DMP 2 seek to promote a diverse mix of uses in town centres to support their viability. | |

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| Name | Ms K.E. Flaum |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Listen to public opinion when planning permissions are sought |
| Policies on sustainable development | Front and back gardens should not be paved. The council should encourage and promote the benefits of having gardens, especially to stop the rainwater flowing directly into the rivers which can cause flooding |
| General comments | No telecommunications masts on open spaces. Fryent country park, the Welsh Harp and all of Brent's green spaces must be preserved with no buildings or constructions. They must be kept as nature reserves. Create sensible cycle lanes using the wide pavements. |

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| Council Response | |
| <p>Proposed policy DMP 1 and 12 states good quality trees, mature shrubs and hedges are to be protected, and that usually at least 50% of a front garden will be expected to be soft landscaped. London Plan policy 5.10 promotes urban greening and landscaping and the use of Sustainable Urban Drainage Systems. Some telecommunications equipment will not require planning permission where it involves development in, on, over or under land controlled by the operator and set out in Part 24 of the General Permitted Development order 1995. In all other cases permission will be required and proposals will be considered against NPPG Telecommunications, which requires telecommunications equipment to be sited to minimise visual impact, and in the first instance the possibility of sharing existing masts should be explored. Equipment should be miniaturised and camouflaged.</p> <p>Fryent Country Park and Welsh Harp are Metropolitan Open Land and therefore given the highest level of protection in both London Plan policy and Brent's Local Plan policies.</p> | |

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| Name | B. Patel |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | In need of more protection |
| Policies on sustainable development | More security needed |
| Council Response | |
| London Plan Policy 7.3 requires new developments to be designed to create safe places, for example by providing natural surveillance through design. Proposed policy DMP 1 and 7 includes policies to protect conservation areas. | |

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| Name | Sheila Charles |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and | I have not seen nor read your proposed policies. |

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| conservation areas. | |
| Comments - quality, size and type of housing | By talking to them, taking a look at them, seeing their size (e.g. large, obese, tall) then they will need rooms and facilities to accommodate them (i.e. toilets, baths, gardens). Ask them if they have pets, children, then no balconies. |
| General comments | If you ever remove, destroy, dismantle the Jubilee Clock, then we will know Brent have lost the plot, the clock needs brightening up. |
| Council Response | |
| Comments are outside of the scope of the DMP. The Jubilee Clock in Harlesden has been moved 5 metres to allow for a regeneration scheme in the town centre to improve traffic flows. There are no proposals to permanently remove the clock. | |

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| Name | Mrs. Rekha Shah |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | By introducing some strict rules; not allowing shisha cafes for under 18 years old. Things to change after 7pm. Introduce security camera to monitor trouble makers. |
| Comments - quality, size and type of housing | Not to keep too many people in one site e.g. Wembley Park St. nearby is building too many flats and too high buildings in small space and it is cheap quality. If one or two are bad occupiers, other flats suffer. |
| Policies on sustainable development | To reduce traffic and schooling shortage, scatter more development around equally in countryside or the North where the industries have declined and the space is detrimental. |
| General comments | In Brent where I am living for the last 33 years, I have found that schools have been extended, as a result more traffic, shortage of doctors, as a result more patients on waiting list, therefore appointments are unavailable when required. More traffic means more deadlocks. |
| Council Response | |
| London Plan Policy 3.18 and 6.3 and DMP1 set out policies related to schools and the relationship between extensions and transport impacts. The addition or extension of schools is needed to meet demand whilst proposals will only be supported if it does not result in unacceptable transport impacts. | |

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| Name | Roger Soyemi |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | I don't know |
| Comments - quality, size and type of housing | Build more affordable houses and renovate the old ones especially in Kilburn |
| Policies on sustainable development | Don't know |
| General comments | Please redevelop and clean up Kilburn High Road, it looks terrible at the moment |
| Council Response | |
| The Council's Core Strategy sets a target for schemes of 10 or more homes to provide 50% affordable housing. To be consistent with the National Planning | |

Policy Framework (NPPF) this is subject to viability, and all schemes of this scale are accompanied by a viability assessment to provide evidence of the level of affordable housing which can be achieved. This assessment is scrutinised by the Council.

Comments regarding renovating existing affordable housing and cleaning up Kilburn High Road are outside the scope of the DMP but will be passed on to the relevant team. The Site Specific Allocations Document identifies sites within Kilburn Town Centre to be redeveloped for uses which support the viability of the town centre.

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| Name | Carmel Murphy |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | There are areas that should be preserved for local communities and particularly for youth, elders and visitors. |
| Comments - quality, size and type of housing | Size - existing buildings and residents get overshadowed - not enough essential services and security (including policing) for local community |
| Council Response | |
| <p>Comments noted.</p> <p>Proposed policy DMP 1 provides requires all developments to be designed to protect amenity, including maintaining acceptable levels of lights for future users and existing neighbours.</p> <p>The Core Strategy includes requirements for social infrastructure provision informed by the Infrastructure and Investment Framework. Population growth and the associated requirement for social infrastructure will continue to be monitored and reviewed as required.</p> | |

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| Name | No name |
| General comments | Brent is becoming too congested - building wise and population wise. |
| Council Response | |
| <p>The population of Brent and London as a whole has increased significantly, and this trend is projected to continue. The National Planning Policy Framework requires local planning authorities to meet housing need. Brent's existing Core Strategy sets housing targets to meet identified need and the Site Allocations Development Plan Document (DPD) identifies and allocates sufficient sites to meet this target. The DMP includes policies to ensure development coming forward in the borough is of sufficient quality. It also seeks to protect open space, community facilities and employment land which in light of population growth may come under pressure from housing development. Population growth and the associated requirement for social infrastructure will continue to be monitored and reviewed as required.</p> | |

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| Name | Ivor Estienne |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Greater consultation advertised on radio, local media and social media so that all parties concerned are informed at all stages. |
| Comments - quality, size and type of housing | Residents sitting on housing committees as well as sitting on planning and development meetings. |

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| Policies on sustainable development | Encourage... from residents on to how sustainable development can be done on a local level - ward by ward or street by street. |
| Council Response | |
| Suggestion regarding promoting the consultation on local radio is noted for future. The consultation was promoted on social media including Facebook and Twitter. A press notice was also advertised in Wembley Observer and a press notice issued. The composition of committees is outside of the scope of the DMP, but comments will be passed to the relevant team. The London Plan includes policies requiring development to achieve sustainability standards; however, these will only apply where planning permission is required. The Council's Sustainability Team engages with local residents in promoting sustainability schemes in the borough. | |

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| Name | No name |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Open spaces need not only grass, they also need more wash room areas, flowers to view, more modern buildings about history, with modern antenna's |
| Comments - quality, size and type of housing | But not always, the jobs are Out |
| Policies on sustainable development | No, because always the facilities and building need repairing. |
| General comments | Repair first, then think of building anything else anew. |
| Council Response | |
| London Plan Policy 7.18 allows for essential facilities on open space where this is necessary to support its function. The Policy applies where a planning application is submitted. Repairing existing buildings is outside the existing scope of the DMP. | |

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| Name | R Mukugi |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | The facilities we had to meet as community group (young and old) are gone from Kingsbury. Old library has also gone...We need drop in centre in Stag Lane area |
| Comments - quality, size and type of housing | The 3/4 bedrooomed houses with alleyways near Kingsbury school are often under used and alleys are dumping ground...often need to help those who want to down size |
| Policies on sustainable development | By improving civic sense among young people and teaching local history |
| General comments | Kingsbury was an outer London borough. Now it has become an inner London borough with no cohesion only loads and loads of people with different identities. I liked the old British civic sense and decided to settle here 55 years ago. Unfortunately it is disappearing. |
| Council Response | |
| London Plan Policy 3.16 deals with protection of social infrastructure. Where community facilities have been lost, this has only done in light of a replacement facility or there was no longer a need for the facility. | |

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| Name | L. Hunt |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | When building on sites a space for the community should be provided - community hall, play area etc. |
| Comments - quality, size and type of housing | Family homes are not being built just blocks of flats |
| Council Response | |
| The Core Strategy includes requirements for social infrastructure provision informed by the Infrastructure and Investment Framework. This includes a requirement for new community space to be delivered. There is an identified need for family housing in the borough. The Council has a target for 25% of housing on major schemes to be family housing, and for conversion schemes to retain ground floor family housing. | |

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| Name | Mrs. A.D. Vgras |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | |
| General comments | 3 B: We need more indoor facilities where toddlers, children up to 5/6 years can spend some time with their parents when the weather is bad |
| Council Response | |
| Noted. The Core Strategy includes requirements for community facilities (social infrastructure) informed by the Infrastructure and Investment Framework. This includes community space, which may serve such a purpose. | |

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| Name | David Roberts |
| General comments | I think the project has been well thought through, well researched and has taken the residents' considerations into account |
| Council Response | |
| Noted. | |

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| Name | No name |
| Comments - quality, size and type of housing | Build more council houses and never sell these houses. |
| Policies on sustainable development | Do not see enough cycling promotion. Do not see enough encouragement for walkers. |
| General comments | More council flats and never sell these flats. |
| Council Response | |

Brent's policies support the delivery of affordable housing in the borough. The Council's Core Strategy sets a target for schemes of 10 or more homes to provide 50% affordable housing. To be consistent with the National Planning Policy Framework (NPPF) this is subject to viability, and all schemes of this scale are accompanied by a viability assessment to provide evidence of the level of affordable housing which can be achieved. This assessment is scrutinised by the Council. Brent Housing Partnership identify Registered Social Landlords (RSLs) to work with developers where planning policy requires more affordable housing. Cycling and Walking are covered by London Plan Policy 6.9 and 6.10 amongst others. These require developments ensure safe and convenient access for pedestrians and cyclists. Major developments will be expected to contribute towards improvements in links to and on the London Cycle Network.

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| Name | Man Mohian Gupta |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | I need to be able to read these. |
| Comments - quality, size and type of housing | See above |
| Policies on sustainable development | I would like to 1) grow my own food 2) weave my own cloth 3) milk my own cows (!?!?) 4) build my own shelter 5) produce everything I need 6 use everything I produce in Willesden Green |
| General comments | I need a copy of the proposed policies |
| Council Response | |
| Copies of the document were available in all libraries, online or by request during the consultation period. | |

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| Name | Mrs A. Klein |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | More stringent planning laws |
| Comments - quality, size and type of housing | Stop 'buy to let', compel landlords to maintain their properties, they are ruining the neighbourhood. |
| Policies on sustainable development | |
| General comments | Restore libraries. Remember your residents, who have always paid their council tax. Stop all the 'frills'. All we need is clean streets and open spaces. |
| Council Response | |
| <p>Permitted Development rights are set nationally; therefore the Council has limited powers to make planning powers more stringent. In exceptional circumstances where there is evidence of a strong local need the Council can introduce Article 4 Directions to remove permitted development rights. The Council has introduced Article 4 Direction in its Conservation Areas for example.</p> <p>From 1 January 2015, most private landlords and letting agents will need a licence to let out a house or flat. The Council will use its licensing powers to help raise standards in the private housing sector, creating high quality and affordable accommodation for Brent residents.</p> <p>Landlords and agents running unlicensed properties could be prosecuted and fined up to £20,000.</p> | |

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| Name | Cllr. Tom Miller |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Conservation areas ignored too often in planning. Suggest a pub protection policy where pub important for local community. |
| General comments | We need more positive protection for existing community assets, including ACVs and buildings with a community function - including those engaged in retail and business. |
| Council Response | |
| <p>Planning policies can not be used to prevent buy to let.</p> <p>Proposed policy DMP 13 on heritage includes policies to protect the character of conservation areas. In light of responses the DMP has been amended to include a distinct pub protection policy.</p> <p>London Plan includes policy to protect community facilities. Supporting text clarifies the Council will give significant weight to the protection of Assets of Community Value.</p> | |

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| Name | H. Backhouse - Olaturyi |
| Comments - quality, size and type of housing | Social housing must be prioritised. |
| Council Response | |
| Noted. | |

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| Name | Kenneth H. Travis |
| General comments | Noise levels in streets, residential and shopping, frequently disturbing. More effort should be made to restrict parking, especially on narrower roads. |
| Council Response | |
| <p>In considering applications for non-retail uses consideration will be given to their impact on amenity including effectiveness of measures to mitigate litter, undue smell, odours, noise and impact on parking. Proposed policy DMP 1 seeks to protect residential amenity.</p> <p>Proposed policy DMP 12 on car parking includes measures to limit parking. For example by not supporting developments which add to on-street parking demand where on-street parking spaces cannot meet existing demand, or where it would have a detrimental impact on Controlled Parking Zones.</p> | |

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| Name | Dr. Anthony S. Travis |
| General comments | Noise, overcrowding of vehicles, rodents in area shown to rear of establishments (food/restaurants) Carlton Avenue East at intersection with Preston Road. I have no wish to interfere on their legitimate trading, but consider any extension/enlargement to be a clear threat to residents' amenities. I trust that this will not happen. |
| Council Response | |
| In considering applications for takeaways, cafes and restaurants consideration will be given to their impact on amenity including effectiveness of measures to mitigate litter, undue smell, odours, noise and impact on parking. | |

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| Name | No name |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Not enough explanation regarding policies on open spaces. Some open spaces are not marked on the maps. All open spaces are of value. Protect them all. I have not seen an mention of historic buildings. |
| Comments - quality, size and type of housing | No high rise blocks of flats. Include all green spaces and play areas in all developments. Do not build where there are no school places. |
| Policies on sustainable development | Building in Brent is not sustainable as there are no school places for additional primary pupils. |
| General comments | Infrastructure not mentioned i.e. having enough GPs, dentists, local shops, police, etc. |
| Council Response | |
| Green space of local value are all marked on the borough map enclosed within the consultation question form. Policies regarding open spaces fall under London Plan Policy 7.8. For infrastructure loss, please refer to London Plan Policy 3.16. | |

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| Name | No name |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Need more green areas and play areas for children. Employment sites have housing next to it makes the area look grey - concrete jungle. |
| Comments - quality, size and type of housing | The buildings are too close to each other. |
| Policies on sustainable development | The buildings are too close to each other which will cause traffic jams, which is not sustainable. |
| Council Response | |
| London Plan Policy 7.18 seeks to protect open spaces, whilst the Core Strategy includes a requirement for new open space within growth area. In addition, London Plan Policy 3.16 includes standards for amenity space provision and play space, which will apply to all new residential units. The DMP includes policy to protect residential amenity DMP 1. | |

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| Name | Jonathan Carey |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Look into other ways as into how to give greater protection, we need more information from the general public, community and the local police. |
| Comments - quality, size and type of housing | There is need to look more in depth as into what housing is really needed and what is not needed. |
| Policies on sustainable development | I like the idea of the proposed policies as long as it can benefit all who work, live and shop in the borough of Brent. |
| General comments | |
| Council Response | Noted. The Council's housing strategy and Strategic Housing Market Assessment provide detailed evidence on what from of housing is needed in the borough. |

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| Council Response |
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| Name | Loraine Evans |
| General comments | I would hope that local people are given priority with social and affordable housing. |
| Council Response | |
| This is outside the scope of the DMP, however, unless you have lived in Brent continuously for 5 years under the Brent Housing Allocation Policy you will not usually be eligible to bid for social housing. | |

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| Name | No name |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Limit number of new flats being built. |
| Comments - quality, size and type of housing | Build on brown filled sites. |
| General comments | Need a variety of shops in Kingsbury High Road, too many fruit and veg shops. Cycle path at top of high road is dangerous. Pavements are dirty. Demand for an all purpose store like Wilkinsons. |
| Council Response | |
| The council deals with town centres within DMP 2. It encourages the variety of uses so that particular types of shop do not dominate the high street frontage. | |

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| Name | Owen Brewerton-Owen |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Block planning applications that significantly alter historic buildings/ propose changes how such new developments can incorporate historic features. |
| Comments - quality, size and type of housing | Need to focus on high quality of design of housing, especially high end which is lacking in the borough. Need to do more to attract developers to build quality apartments that will improve the area. |
| General comments | Seek strong chain brands to come to Brent i.e. Waitrose. Promote the right developers to investing Brent i.e. what has happened to Willesden Green Cultural Centre is excellent. Commit more funds to high street/open space improvements. |
| Council Response | |
| The council's policies regarding heritage is addressed by DMP 7. Development will only be encouraged if it enhances the area's appearance or positively contributes to it. The council also has a policies concerning town centre design, see DMP 2, in order to create attractive street frontages. | |

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| Name | Simon Watkins |
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| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Introduce a policy to prevent estate agents' boards being fixed above shop fronts. Identify open spaces in town centres |
| Comments - quality, size and type of housing | No policies to prevent foreign investors buying. New general needs... and then renting back to the council. |
| Policies on sustainable development | Code level 3 for housing is lower than Mayor for London's guide of code level 4. |
| General comments | Car parking in local shopping centres should be protected from redevelopment as it supports local shopping. On street parking metered spaces should be cheap and well managed to increase local shopping. |
| Council Response | |
| Parking policies fall under DMP 12. The council is determined to ensure that where development takes place there is provision for parking space. However, if where possible i.e. close proximity to good transport links, the council strongly encourages use of public transport in order to ease congestion along high streets and other high traffic density hotspots. | |

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| Name | Roger Macklen |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | By reducing the risks to death and a decent life and damaging the whole ethical structuring of our society |
| Comments - quality, size and type of housing | To provide decent facilities e.g. good public transport to get local needs to connects to the whole community. Good facilities e.g. shops for the local neighbourhoods, produce better social/affordable housing |
| Policies on sustainable development | By focusing on what the people want and not to increase the developer's profits. |
| Council Response | |
| In line with London Plan Policy 3.4 development is to be focused where public transport accessibility is sufficient to serve the scale and function of use. Where a development is likely to have a significant impact on public transport services, proposed policy London Plan Policy 6.3 requires contribution to satisfactorily mitigate the impact, before development can go ahead. Proposed policy DMP 4 protects shops which meet a local need. Design standard related to London Plan Policy 3.5 and Housing SPG apply to all housing types including affordable and market. | |

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| Name | Emma Geoeon |
| General comments | Please can you stop giving alcohol licenses to small food shops |
| Council Response | |
| Licencing is separate to planning controls and therefore outside of the scope of the DMP, however, comments will be passed to the Licencing Team. | |

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| Name | No name |
| Comments on policies on protection of employment sites, community facilities, | Community facilities to include theatre, museums and art galleries. |

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| open space, historic buildings and conservation areas. | |
| Council Response | |
| Comment noted. Text amended to make it clear social infrastructure includes cultural facilities. | |

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| Name | Noreen Nolan |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Please don't build on them. |
| Comments - quality, size and type of housing | More genuinely affordable housing. In Alperton, the proportion is not high enough, and the market costs of even studio flats is too high. |
| Policies on sustainable development | No the return of high prices is a negative development. It has taken years to demolish the old Chalkhill and Stonebridge estates and they had bred crime and a very poo quality of life. High density housing without services is unsustainable. |
| Council Response | |
| Affordable housing is addressed by London Plan Policy 3.10. It encourages that new development include a certain proportion of affordable housing in order to meet the high demand. It is genuinely affordable in the sense it complies with eligibility for social housing as determined by local prices and incomes. | |

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| Name | No name |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Stop having encroachment of parks and pavements |
| Comments - quality, size and type of housing | Must be resident for at least five years and have paid income for 10 years to qualify for government housing. Evicted tenants should not qualify |
| General comments | Too much is done for so called asylum seekers at the expense of local population. First priority should be given to those who have paid taxes for at least 10 years. |
| Council Response | |
| The protection of open spaces is addressed by London Plan Policy 7.18 and the protection of playing pitches is addressed by Policy 3.19. | |

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| Name | Joy Harper |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Protect park and open spaces - not available for further development. |

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| Comments - quality, size and type of housing | No - ...plan selling to cash out of borough individuals. |
| Council Response | |
| The protection of open Space falls under London Plan Policy 7.18 and will only be subject to development under very special or exceptional circumstances. There are also policies regarding provision of cycle and pedestrian networks in the London Plan - Policy 6.9 and 6.10; the council seeks developers to enhance use of these modes, see also DMP 10. | |

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| Name | Michael Butcher |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | General rising of the profile of the area. Restrict the amount of shops that raise anti social behaviour. |
| Comments - quality, size and type of housing | Wembley under development so it will improve as time goes by. |
| Policies on sustainable development | Once again with the money being spent on Wembley, development will continue. |
| Council Response | |
| The DMP seeks to set a cap on the proportion of betting shops, takeaways, pawnbrokers and pay day loan shops in town centres. This is to promote viable centres with a balanced mix of uses. In addition proposed policy DMP 3 states in determining applications for non-retail uses consideration will be given to impact on local amenity including nuisance and anti-social behaviour, e.g. DMP 1. | |

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| Name | Hazel Sawyers |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | I got to page 54 of the Draft Development Management Plan Doc. And I began to lose the will to live. There has got to be a simpler/better way to communicate with me. |
| General comments | I answered questions 1 and 2 without reading the documents as the answers to these questions are obvious. I found it difficult to answer questions 3-8 as I really couldn't get my head around all the info. (Please note that I am educated to post-graduate level) I wouldn't dare to think of what others may have thought of these turgid documents. |
| Council Response | |
| The comment form which accompanied the full document attempted to provide a short breakdown of key policies. It is necessary for the document to use certain technical language to be consistent with the National Planning Policy Framework and London Plan. | |

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| Name | Mr Duvgesh Jhepa |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and | By creating greater relationships between the police and the community. |

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| conservation areas. | |
| Comments - quality, size and type of housing | Being an estate agent I am fully aware of how many clients we turn down because they are claiming benefits. |
| Council Response | |
| It is acknowledged there is a need for affordable housing in the borough, including social rented. The Council's Core Strategy sets a target for schemes of 10 or more homes to provide 50% affordable housing. This is to be split 70:30 social/affordable to intermediate. | |

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| Name | Ms Jamie Lunn |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Stop building or developing of our green spaces, parks and recreation grounds and provide more community sports i.e. swimming pool in Wembley Central |
| Comments - quality, size and type of housing | We need more family size homes. More affordable and increase the mandatory m2, all flats should have an outside community space as mandatory if no gardens. |
| General comments | In order to change the look of Wembley, planning policy has to change and become more proactive, and rigid enforcement is required to maintain it. Stricter guidelines in favour of residents not pondering to developers. |
| Council Response | |
| <p>The protection of open spaces is addressed by London Plan Policy 7.18 and the protection of playing pitches is addressed by Policy 3.19. The Core Strategy includes targets for additional swimming pools in the borough in line with the recommendations of the Planning for Sport and Active Recreation Facilities Strategy.</p> <p>There is an identified need for family homes in the borough. The Core Strategy sets a target for 25% of homes in major developments to be family sized. All new development will meet the minimum space requirements as set out in the London Plan. In addition the DMP 19 includes standards for amenity space of 20sqm per flat and 50sqm for family housing.</p> | |

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| Name | Jayshree Pate |
| Comments on policies on protection of employment sites, community facilities, open space, historic buildings and conservation areas. | Replace pawnbrokers with community services and employment sites. Pawnbrokers increase muggings as muggers can get cash without being questioned. |
| Comments - quality, size and type of housing | There are council houses in borough that are not fully occupied e.g. only one person lives in some houses. |
| Policies on sustainable development | Keep more greens instead of building too many flats. |
| Council Response | |
| <p>The DMP seeks to introduce policies to set a cap on the proportion of pawnbrokers in town centres. However, the Council does not have the power to close down existing pawnbrokers and replace them with alternative uses.</p> <p>The DMP includes policies to protect green spaces and for green infrastructure to be provided as part of new developments.</p> | |

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Appendix 2

Proposed Changes to the draft Development Management Policies Development Plan Document as a result of recommendations in relation to consultation responses as set out in Appendix 1, changes in Government planning policy, amendments to the London Plan and its associated SPGs and recognised best practice.

Text removed from the 2014 draft policies has been ~~struck through~~. Text added in the 2015 draft policies has been underlined.

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| 2014 Draft DMP DPD Policy |
| No similar policy existed as proposed in 2015 version |
| 2015 Draft DMP DPD Policy |
| <p><u>DMP 1 Development Management General Policy</u></p> <p><u>Subject to other policies within the development plan, development will be acceptable provided it is:</u></p> <ul style="list-style-type: none"> <u>a. of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality;</u> <u>b. satisfactory in terms of means of access for all, parking, manoeuvring, servicing and does not have an adverse impact on the movement network;</u> <u>c. provided with the necessary physical and social infrastructure;</u> <u>d. preserving or enhancing the significance of heritage assets and their settings;</u> <u>e. maintaining or enhancing sites of ecological importance;</u> <u>f. safe, secure and reduces the potential for crime;</u> <u>g. not unacceptably increasing exposure to flood risk, noise, dust, contamination, smells, waste, air quality, light, other forms of pollution and general disturbance;</u> <u>h. retaining existing blue and green infrastructure including water ways, open space, high amenity trees and landscape features or providing appropriate additions or enhancements; and</u> <u>i. resulting in no loss of community facilities or other land/buildings for which there is an identified need.</u> |
| Reason for Change |
| <p>It is proposed to insert this policy at the beginning of the document to provide an overarching 'backstop' policy for assessing the acceptability of planning applications. It provides those with limited experience of submitting planning applications a check list of issues that will need to be resolved for a development to be acceptable. This is consistent with addressing the comments related to the 2014 document being too long. It is proposed that inclusion of this policy will reduce the repetition within policies throughout the draft Plan related to the same types of issues, e.g. each policy having a reference to satisfactory levels of parking, no adverse impact on amenity, etc. This will shorten the draft Plan and provide a focus to the policies on the unique elements that differentiate the assessment of impacts from the proposed development in addition to the more general issues that need to be addressed in all developments.</p> |

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| 2014 Draft DMP DPD Policy |
| <p>DMP 1 Supporting Strong Town Centres</p> <p>Diversity of uses</p> <p>Main town centre uses will be acceptable within designated frontage, subject to policy DMP 2 'Non-Retail Uses', provided the following criteria are met:</p> <ul style="list-style-type: none"> a. The proposed use would not increase the proportion of non-retail frontage to over 40% of the |

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| <p>primary frontage;</p> <p>b. If vacancy rates exceed 10% of primary frontage then changes of use to non-retail may be permitted up to a maximum of 50% of the primary frontage; and</p> <p>c. The proposal provides, or maintains, an active frontage within the primary frontage.</p> <p>The council will allow unviable secondary frontage on the periphery of town centres to be redeveloped for housing, providing a satisfactory residential environment and high quality of design can be achieved.</p> <p>Retail Impact Assessments</p> <p>In order to ensure that full consideration is given to the scale of retail development and whether this would have any significant adverse impacts, proposals involving 500 sqm gross retail floorspace or above, which do not accord with the Local Plan, should be accompanied by a Retail Impact Assessment.</p> <p>Meanwhile Uses</p> <p>The use of vacant sites or buildings for occupation by temporary uses that will benefit a town centre's retail, leisure, tourism and creative offer will be supported, providing the impact on the amenity of adjoining uses is acceptable.</p> |
| <p>2015 Draft DMP DPD Policy</p> <p>DMP 2 Supporting Strong Centres</p> <p>Design</p> <p><u>Proposals for shop fronts and forecourts will be required to retain shop fronts of architectural or historic merit, demonstrate a high quality of design, complementing the building and adjoining properties.</u></p> <p><u>Forecourt trading will be permitted where it does not cause an obstruction to pedestrians or nuisance to neighbouring residential occupiers.</u></p> <p>Diversity of uses</p> <p><u>Non-A1 or A2 uses will be permitted within town centres where:</u></p> <p>a. <u>it would not reduce the proportion of frontage in A1 and A2 use to less than 65% of the primary frontage;</u> or</p> <p>b. <u>if vacancy rates exceed 10% of primary frontage it would not reduce the proportion of frontage in A1 and A2 use to less than 50%;</u> and</p> <p>c. <u>the proposal provides, or maintains, an active frontage.</u></p> <p><u>Unviable secondary frontage on the periphery of town centres will be acceptable for residential development.</u></p> <p>Retail Impact Assessments</p> <p>Proposals involving 500 sqm gross retail floorspace or above, <u>which are outside of town centres</u> and do not accord with the Local Plan, should be accompanied by a Retail Impact Assessment.</p> <p>Meanwhile Uses</p> <p>The use of vacant sites or buildings for occupation by temporary uses that will benefit a town centre's <u>viability and vitality will be permitted.</u></p> |
| <p>Reason for Change</p> <p>Consolidation of policies has resulted in the addition of Design which references shopfronts and forecourt trading in the policy. These elements have been taken from 2014 Draft DMP4 albeit made more focused in their wording. Changes to criteria a) and b) respond to Government changes in permitted development rights in 2015 which allow changes of use between A1 retail and A2. Consistent with the sequential approach to town centres development set out in NPPF, clarity has been provided that retail impact assessments are only required outside town centres. The wording on meanwhile uses has been altered to essentially provide greater flexibility and support a wider range of acceptable uses that will improve town centres.</p> |

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| 2014 Draft DMP DPD Policy |
| DMP 2 Non-Retail Uses |

Managing impact on amenity

A3, A4 and A5 uses will be directed to town centres provided that they do not result in an over-concentration of such uses. Proposals will be determined taking into account the following considerations relating to their impact on local amenity:

- a. the level of parking and traffic likely to be generated, with particular regard to the impact of on-street parking and waiting at A5 takeaway uses;
- b. the effectiveness of measures to mitigate litter, undue smell, odours and noise from the premises, including the satisfactory arrangement of flues; and
- c. the likelihood of nuisance and anti-social behaviour resulting from the proposed use including any cumulative impacts.

Where appropriate, conditions will be applied to permissions to minimise any negative impacts of the proposed use.

Mini-cab offices and similar operations will only be permitted if they would not cause traffic safety problems, and sufficient off-street parking can be provided. Noise insulation will normally be necessary if there are adjoining residential properties.

Betting Shops, Adult Gaming Centres and Pawnbrokers

Planning permission for betting shops, adult gaming centres and pawnbrokers will be refused where it will result in:-

- more than 4% of the town or neighbourhood centre frontage consisting of betting shops;
- more than 3% of the town or neighbourhood centre frontage consisting of adult gaming centres or pawnbrokers/payday loan shops;
- there being fewer than 4 units in an alternative use between each betting shop, adult gaming centre and pawnbrokers/payday loan shops.

Takeaways

Planning permission for a takeaway will be refused where it will result in:-

- an A5 use being within 400 metres of a secondary school or further education establishment;
 - more than 6% of the units within a town or neighbourhood centre frontage consisting of A5 uses;
 - there being less than two non-A5 units between takeaways; or
 - where it would result in highway safety problems due to on-street parking in front of the premises.
- Policy WEM 26 in the Wembley Area Action Plan applies to takeaways in Wembley and Wembley Park centre.

Shisha Cafés

No further Shisha Cafés will be permitted within 0.5 miles of a secondary school or further education establishment.

2015 Draft DMP DPD Policy

DMP 3 Non-Retail Uses

Betting Shops, Adult Gaming Centres and Pawnbrokers

Betting shops, adult gaming centres and pawnbrokers will be permitted where it will result in:-

- no more than 4% of the town or neighbourhood centre frontage consisting of betting shops;
- no more than 3% of the town or neighbourhood centre frontage consisting of adult gaming centres or pawnbrokers/payday loan shops;
- a minimum of 4 units in an alternative use in-between.

Takeaways

Subject to other policies within the development plan, takeaways will be approved except where it would result in:-

- an A5 use within 400 metres of a secondary school or further education establishment;
 - more than 6% of the units within a town or neighbourhood centre frontage in A5 uses;
 - less than two non-A5 units between takeaways; or
 - on-street parking in front of the premises creating highway safety problems.
- Policy WEM 26 in the Wembley Area Action Plan applies to takeaways in Wembley and Wembley Park centre.

Shisha Cafés

Shisha Cafés will only be permitted outside 400 metres of a secondary school or further education establishment.

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| Reason for Change |
| Consistent with the NPPF the policy wording has been made more positive to support appropriate development. The NPPF requires a sequential approach to main town centre uses, so the uses will automatically be directed to town centres. Permitted development rights amended in 2013 and 2015 allow greater flexibility around permanent and more temporary use of A1/A2 uses to A3. In addition it is clear that shopping centres are going to have to have a higher proportion of non-A1 uses due to the changing nature of shopping patterns, so greater flexibility will have to be applied in such areas to prevent permanent loss of units/high levels of vacancy. As 2015 draft DMP1 deals with general amenity impacts of developments, which will automatically apply to all uses so this element of the 2014 policy related to A3, A4, A5 and minicab premises has been removed. Following consultation responses the distance on Shisha cafes to schools has been amended so that it is consistent with the distance for takeaways. On further analysis of the ½ mile criterion included in 2104 draft DMP3 there would have essentially been only a very small proportion of the Borough acceptable, which was therefore considered to be disproportionate and unreasonable. |

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| 2014 Draft DMP DPD Policy |
| DMP 3 Neighbourhood Centres and Isolated Shop Units Development resulting in the loss of A1, A2 (excluding betting shops and pawnbrokers), A3 or A4 uses in neighbourhood centres or isolated shop units outside designated town centres will not be permitted unless the centre or unit: a. is within 400 metres of equivalent alternative provision; b. has been vacant for a period of more than 12 months and robust evidence is provided of efforts made to market the unit over that period at an appropriate rent; or c. the proposal will provide a community facility for which there is a demonstrable need. Where a loss is acceptable the most appropriate alternative use would be affordable housing, providing a satisfactory residential environment and high quality of design can be achieved. |
| 2015 Draft DMP DPD Policy |
| DMP 4 Neighbourhood Centres and Isolated Shop Units Loss of A1, A2, or A3 uses in neighbourhood centres or isolated shop units outside designated town centres will be permitted <u>where</u> the centre or unit: a. is within 400 metres of equivalent alternative provision; b. <u>is unviable;</u> or c. the proposal will provide a community facility for which there is a demonstrable need. <u>Where permitted sympathetic retention of any existing shop front will be required unless a high quality alternative more sympathetic to the building's qualities or street scene will be delivered.</u> |
| Reason for Change |
| Consistent with the NPPF the policy wording has been made more positive to support appropriate development. Viability is now dealt with in the supporting text to shorten the policy. The changes in the latter part of the policy take account of the Government's changes to permitted development rights in 2015 which allow retail uses to change to residential, subject to prior approval. |

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| 2014 Draft DMP DPD Policy |
| DMP 4 Town Centre Design and Infrastructure |
| 1. Shopfronts Shopfronts shall contribute to the attractiveness, safety and vitality of the town centre and avoid blank frontages to the street. The council will expect proposals for new shopfronts and alterations to existing shopfronts to demonstrate a high quality of design, which complements adjoining properties and the building of which it forms a part. The following considerations will be applied in determining |

planning applications for new shopfronts.

- a. Shopfronts should employ materials of high quality and durability, that are compatible or complementary in colour and texture, to the surrounding area.
- b. Blinds, canopies or shutters, where acceptable in principle, must be appropriate to the character of the shopfront and its setting and allow a view into the shop during closed hours (except in the case of open-fronted shops).
- c. Illumination to shopfronts must be sited and designed so as not to cause visual intrusion from light pollution into adjoining or nearby residential properties.
- d. Shop signage should generally be limited to the strip above the main shopfront, not encroach on upper stories and not have more than one projecting sign. The council will resist proposals for further advertising additional to the name of the shop.
- e. New shopfronts must be designed to allow equal access for all users.
- f. The council will resist the removal of shopfronts of architectural or historic interest.

2. Extensions

Extensions should retain adequate space for secure storage and rear servicing. Front extensions should not breach the established building line within existing shopping parades, including that on upper storeys.

3. Rear Servicing

Proposals should provide, retain and, where necessary, improve facilities for rear servicing by vehicles of retail and service outlets.

4. Forecourts

Planning permission for forecourt trading will be granted only where such development (including any means of enclosure that may be required by the relevant licensing authority) will not cause obstruction to pedestrians, prams, disability groups nor result in an adverse effect upon the character and appearance of the area in which it is to be located.

2015 Draft DMP DPD Policy

The part of this policy on shopfronts and forecourts consolidated into draft DMP2. The other parts are general development management issues addressed in draft DMP1.

Reason for Change

Government has amended permitted development rights on extensions for shops, so criterion 2 is less relevant and can be addressed in DMP1 criterion a). 3 is dealt with under draft DMP1. For the sake of brevity and increase their prominence 1. Design and 4 Forecourts have been consolidated with draft DMP2. The policy is supplemented by SPG7 Shopfronts which contains detailed design guidance.

2014 Draft DMP DPD Policy

DMP 5 Markets and Carboot Sales

The council will protect and promote markets by:

- a. resisting the permanent loss of existing retail markets unless comparable provision is made or there is no demand for continued market use;
- b. supporting the improvement of existing retail markets, including storage and preparation space for traders to meet public health requirements; and
- c. giving favourable consideration to proposals for new specialist, crafts and farmer's markets in town centres which help diversify provision.

When assessing planning applications for new markets and carboot sales consideration will be given to:

- a. any adverse impacts on local residents and environmental conditions;
- b. their impact on transport and pedestrian movement, including the effect on access and circulation, highways, parking and servicing;
- c. their effect on local centres and shopping provision; and
- d. recycling and refuse considerations.

Planning permission for new markets and carboot sales will be subject to a Servicing and Management Plan and Transport Statement or Assessment being agreed by the council.

2015 Draft DMP DPD Policy**DMP 5 Markets and Carboot Sales**

The Council will protect and promote markets by:

- a. resisting the permanent loss of existing retail market sites unless comparable provision is made or there is no demand for continued market use;
- b. supporting the improvement of existing retail markets, including storage and preparation space for traders to meet public health requirements; and
- c. giving favourable consideration to proposals for new markets in town centres which help diversify provision.

Planning permission for new markets and carboot sales will be subject to a Management Plan being agreed by the Council.

Reason for Change

The policy has been amended for the sake of brevity considering the likely number of applications to be received as these issues can be effectively addressed in draft DMP1.

2014 Draft DMP DPD Policy**DMP 6 Visitor Accommodation and Attractions**

Visitor accommodation and attractions will be encouraged in Wembley Strategic Cultural Area and in town centres in accordance with the sequential approach, ~~providing proposals:~~

- ~~a. do not compromise the supply of land for new homes and the council's ability to meet its housing targets;~~
- ~~b. do not adversely affect residential amenity;~~
- ~~c. do not create adverse environmental and traffic effects and provide adequate parking, road access and servicing for coaches and other vehicles undertaking setting down and picking up movements;~~
- ~~d. are in accessible areas of good public transport, walking and cycling.~~

Proposals for hotel development must be inclusive and accessible and are to be accompanied by ~~Travel Plans and~~ Accessibility Management Plans.

Conditions will be applied to ensure visitor accommodation is not permanently occupied where relevant.

~~The council will resist developments which will result in the loss of strategically important hotel capacity.~~

2015 Draft DMP DPD Policy**DMP 6 Visitor Accommodation and Attractions**

Visitor accommodation and attractions will be encouraged in Wembley Strategic Cultural Area and in town centres in accordance with the sequential approach, and permitted when not compromising the supply of land for new homes on allocated housing sites and the Council's ability to meet its housing targets.

Proposals for hotel development must be inclusive and accessible and are to be accompanied by Accessibility Management Plans.

Conditions will be applied to ensure visitor accommodation is not occupied by permanent residents.

Reason for Change

The draft policy has been amended for the sake of brevity as criteria b)-d) can be effectively addressed in draft DMP1. The criteria for requiring travel plans are dealt with in London Plan Policy 6.3. and associated TfL guidance. London Plan Policy 4.5 London Visitor Infrastructure addresses loss of strategically important hotel capacity so does not need repeating in draft DMP6.

2014 Draft DMP DPD Policy**DMP 7 Urban Design**

~~Successful new developments must be designed to create integrated, inclusive, legible, attractive and safe places and will:~~

- a. create or enhance an urban pattern that is connected, permeable and legible, and is attractive and functional at a human scale
- b. ensure a clear distinction between public, semi-private and private space.
- c. respect the form and rhythms of the street of which it is a part, by reflecting or responding to the established building lines and spacing;
- d. reduce crime and fear of crime by providing natural surveillance through design;
- e. improve and prioritise movement by foot, bicycle and public transport and enable accessibility to all; and
- f. have regard to the natural context including landscape character, topography and trees and include coordinated and integrally designed landscaping as a natural setting for all buildings.

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

The issue of design is covered significantly and sufficiently in London Plan Policies, including Policy 7.3 Designing Out Crime, 7.4 Local Character, 7.5 Public Realm, 7.6 Architecture, 7.7 Location and Design of Tall and Large Buildings. These have been added to by extensive guidance documents including the following SPGs, Housing, Character and Context, Sustainable Design and Construction, Play and Informal Recreation and Accessible London. In addition Brent Core Strategy includes policies CP5 Placemaking, CP6 Design and Density in Place Shaping and CP17 Protecting and Enhancing the Suburban Character of Brent. Reference to these policies and documents is made in the amended draft DMP. This policy added nothing locally specific to Brent and at a general level is dealt with in draft DMP1. Brent local distinctiveness can be addressed in the planned programme of updates of more detailed Brent specific design documents including SPG17 Designing Brent and SPG5 Residential Extensions, SPG7 Shopfronts plus other documents like conservation area design guides.

2014 Draft DMP DPD Policy

DMP 8 Design Principles

New buildings and extensions or alterations to existing buildings, will be required to be of a high standard of sustainability and architecture and sensitively contribute to the immediate context and a distinctive local character. Proposals in Brent will be expected to demonstrate the following principles:

- a. **Scale:** Consider the existing character and context and be of an appropriate and complementary scale;
massing and height in relation to its immediate and strategic context;
- b. **Extensions and outbuildings:** In the case of an extension or outbuilding development, have regard to the quality, character and scale of the principal building, preserving its predominance as well as respecting the surrounding established context including the quality and size of gardens;
- c. **Backland:** Where development of a backland site is acceptable, respect the grain and nature of the predominant street character and be subservient to the frontage development;
- d. **Positive local design:** Respect and where appropriate refer to positive local design and Brent's historic environment;
- e. **Architectural style:** Exhibit a rigorous and well-considered application of the principles of any chosen style or architecture to make a positive contribution to the character of the area;
- f. **Tall buildings:** In the case of tall buildings, achieve exceptional design standards;
- g. **Streetscape:** Have an attractive and complimentary presence in the streetscape, with a direct relationship to the street level and a defined recognisable entrance;
- h. **Materials:** Ensure sustainable buildings through the application and use of high quality materials;
- i. **Amenity:** Maximise levels of daylight/sunlight for existing and future occupants through considered site layout and provide or maintain appropriate levels of outlook and privacy;
- j. **Building services:** Give early and appropriate consideration to the design and location of building services equipment to complement the overall design composition and protect neighbouring amenity.

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| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| The issue of design is covered significantly and sufficiently in London Plan Policies, including Policy 7.3 Designing Out Crime, 7.4 Local Character, 7.5 Public Realm, 7.6 Architecture, 7.7 Location and Design of Tall and Large Buildings. These have been added to by extensive guidance documents including the following SPGs, Housing, Character and Context, Sustainable Design and Construction, Play and Informal Recreation and Accessible London. In addition Brent Core Strategy includes policies CP5 Placemaking, CP6 Design and Density in Place Shaping and CP17 Protecting and Enhancing the Suburban Character of Brent. Reference to these policies and documents is made in the amended draft DMP. This policy added nothing locally specific to Brent and at a general level is dealt with in draft DMP1. Brent local distinctiveness can be addressed in the planned programme of updates of more detailed Brent specific design documents including SPG17 Designing Brent and SPG5 Residential Extensions, SPG7 Shopfronts plus other documents like conservation area design guides. |

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| 2014 Draft DMP DPD Policy |
| DMP 9 Inclusive and Accessible Design |
| New developments and alterations to buildings and the public realm should be designed to be inclusive and accessible, free from physical and psychological barriers, enabling equitable access for all of Brent's residents to facilities, services and new developments. In particular: |
| a. public buildings and spaces should demonstrate that they can be accessed and used easily regardless of any disability, age, gender, ethnicity or economic circumstances; |
| b. all non-public developments should meet high standards of accessibility; and |
| c. car parking should be provided in safe and accessible locations for disabled people. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| The issue of design is covered significantly and sufficiently in London Plan Policies including Policy 7.2 An Inclusive Environment, plus the related Mayor's SPG: Accessible London: Achieving an Inclusive Environment. Reference to these policies and the SPG is made in the amended draft DMP. This policy added nothing locally specific to Brent and at a general level is dealt with in draft DMP1. Access will be taken into account and included in the planned programme of updates of more detailed Brent specific design documents including SPG17 Designing Brent and SPG7 Shopfronts. |

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| 2014 Draft DMP DPD Policy |
| DMP 10 Protecting Amenity |
| All development proposals must be designed to provide an acceptable quality and quantity of amenity for future occupiers and should protect the amenity enjoyed by existing neighbours. Development proposals should: |
| a. maximise daylight and sunlight for future users and maintain acceptable levels for existing neighbours; |
| b. provide acceptable levels of privacy and outlook for future users and maintain acceptable levels for existing neighbours; |
| c. prevent excessive spillage of artificial light to avoid unacceptable nuisance through light pollution; |
| d. protect and maintain the quality and appropriate quantity of amenity space; |
| e. control noise and vibration to minimise disturbance; and |
| f. not result in unacceptable levels of odour, fumes, dust or other air pollution. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal/incorporation into 2015 Draft DMP1. |

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| Reason for Change |
| This policy provided nothing locally distinctive to Brent and the elements related to protecting amenity in this generalised manner have essentially been captured in the proposed draft Policy DMP1. |

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| 2014 Draft DMP DPD Policy |
| DMP 11 Urban Greening, Landscaping and Trees |
| All development should contribute to urban greening and the borough's landscaping and trees will be protected and enhanced where appropriate by: |
| a. requiring a design which reflects and enhances the proposed use of the building and the needs of its users, the natural character of the locality and surrounding buildings including soft landscaped frontages, boundary treatments and the retention/reinstatement of features of landscape character; |
| b. expecting the protection and retention of good quality existing trees, mature shrubs and hedges that make a significant contribution to the streetscape and requiring detailed specification for new planting, promoting native species, and including like for like or a higher quality of replacement trees; |
| c. providing living roofs and walls; |
| d. requiring management and/or maintenance plans; |
| e. ensuring a coordinated and appropriate approach to landscape/street furniture to provide an amenable, safe and attractive landscape; |
| f. requiring all hard surfacing to be good quality in its appearance, durable and be porous or have appropriate run-off; and |
| f. the use of Tree Protection Orders. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| The issue of Urban Greening, Landscape and Trees is covered significantly and sufficiently in London Plan Policies including Policy 2.18 The Multi-functional network of green and open spaces, 5.10 Urban Greening and 7.21 Trees and Woodland plus the related Mayor's SPG: Sustainable Design and Construction. Reference to these policies is made in the amended draft DMP. Urban Greening, landscape and trees will be taken into account and included in the planned programme of updates of more detailed Brent specific design documents including SPG17 Designing Brent and SPG5 Residential Extensions. |

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| 2014 Draft DMP DPD Policy |
| DMP 12 Public Realm |
| Public Spaces |
| A high quality of design and materials will be required for the street environment and all publicly accessible outdoor spaces. The design and provision of all important street elements, such as soft landscaping, lighting, furniture and public art, should be coordinated and well designed and located, to make a positive contribution, avoid unnecessary clutter, and ensure a safe, informative and attractive environment. |
| Advertisements |
| Advertisements, including those on buildings as well as freestanding advertisements, are expected to be of a high quality and sensitive design. Successful proposals will: |
| a. be in keeping with the scale and architecture of the building and/or sensitive to the character of the area in their scale and position; |
| b. not detract from the character of a listed building, conservation area or its setting; |
| c. not be positioned on open space or block views across it, or obscure other important views, trees or landscaping; |
| d. not lead to advertisement clutter; |
| e. not be located on railway embankments; |
| f. not harm residential amenity through light pollution or noise; and |

g. be located away from road junctions and pedestrian crossing points where they could cause a hazard to road users or pedestrians;

Large high level signs on buildings and freestanding advertisements are unlikely to be supported, especially in residential areas. Advertisements affecting Conservation Areas or Listed buildings will not be supported.

On the North Circular Road freestanding adverts unrelated to businesses should be of an appropriate scale, located away from residential properties and not obscuring landscaping or resulting in clutter. Adverts related to businesses should be located within the premises and of a scale that is appropriate to its context.

Telecommunications

The expansion of telecommunications networks will be supported subject to the following requirements:

h. the operator has explored the possibility of sharing an existing mast or of erecting one suitable for joint use;

i. any mast and/or equipment will be sited and designed so as to minimise their visual impact on the skyline and setting;

j. technologies to miniaturise and camouflage equipment have been fully utilised and the minimum reasonable number of pieces of apparatus are proposed;

k. the proposal includes a statement stipulating that the facility, when operational, will not exceed ICNIRP guidelines for public exposure; and

l. significant or irremediable electromagnetic interference will not arise.

Telecommunications equipment on Listed Buildings or in Conservation Areas and proposals to locate ground-based masts within Sites Of Special Scientific Interest will not normally be supported.

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

The issues addressed by Public Realm are covered significantly and sufficiently in London Plan Policy including Policy 7.5 Public Realm and locally in the Brent Place Making Guide. The policies on Advertisements and Telecommunications essentially replicated NPPF and NPPG (although with some inconsistencies pointed out representations received), so essentially provided nothing locally specific that warrants a local policy. Reference to these higher level policies and the NPPF/NPPG is made in the amended draft DMP.

2014 Draft DMP DPD Policy

DMP 13 Heritage

Brent's heritage assets will be afforded a high level of protection appropriate to their historic value and their contribution to the distinctive character and diverse cultural identity of Brent. The special character of heritage assets must be protected and enhanced through sensitive proposals which preserve their character and ensure them a secure future.

Rigorous and considered supporting information must accompany all applications and should be suitable to the designation of the asset and extent of development proposed.

Conservation Areas

To protect the character of Conservation Areas the council will:

a. only approve developments which preserve and/or enhance the character or appearance of the area;

b. grant permission for demolition of a building or part of a building only where it does not positively contribute to the character or appearance of the area and will only do so where a full application has been submitted showing what is to be substituted;

c. not approve proposals which would detrimentally affect their setting, including alterations to the public realm and developments outside of the Conservation Area boundary; and

d. not accept applications for development in Conservation Areas in 'outline' form only.

Listed Buildings

To protect the character of Listed Buildings in Brent the council will:

e. resist development which will have an unsympathetic impact on the special architectural or historic

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| <p>interest/character of the building and/or its setting;</p> <p>f. require applications, including changes of use, which will affect the extension, future use, or appearance of a Listed Building to have special regard to the desirability of preserving its special character; and</p> <p>g. expect any physical alterations to be appropriate in terms of design, scale, detailing and materials.</p> <p>Sites of Archaeological Interest</p> <p>h. The council will protect remains of archaeological importance by ensuring acceptable measures are taken to preserve them and their setting, including physical preservation, where appropriate. The council may require a desktop analysis/survey and a subsequent watching brief on sites that do not have a formal designation as a heritage asset.</p> <p>Registered Parks and Gardens</p> <p>i. Applications which affect Registered Parks and Gardens or their setting will be required to be sympathetic to the character of the heritage asset.</p> <p>Local Heritage Assets</p> <p>j. Development within Areas of Distinctive Residential Character should pay particular attention to the design, height and space between buildings in order to protect their individual qualities and character.</p> <p>k. There is a presumption against the demolition of Locally Listed buildings unless:</p> <p>i. significant community benefit can be demonstrated, and</p> <p>ii. the replacement building is of at least equal architectural quality to the building it replaces</p> <p>l. The fabric and setting of the boroughs locally designated Monuments and Earthworks will be protected.</p> <p>Local Views</p> <p>m. Applications affecting designated local views will be assessed with regard to the scale of any impact.</p> |
| 2015 Draft DMP DPD Policy |
| <p>DMP 7 Brent's Heritage Assets</p> <p>Proposals for or concerning heritage assets should:</p> <p>a. demonstrate a clear understanding of the architectural or historic significance and its wider context;</p> <p>b. provide a detailed analysis and justification of the potential impact of the development on the heritage asset and its context as well as any public benefit;</p> <p>c. retain buildings, structures, architectural features, hard landscaping and spaces, where the loss of which would cause harm;</p> <p>d. sustain and enhance the significance of the heritage asset, its curtilage and setting, taking account of streetscene, views, vistas, street patterns, plot and planform;</p> <p>e. contribute to local distinctiveness, built form, character and scale of heritage assets by good quality contextual design and the use of appropriate materials and expertise</p> |
| Reason for Change |
| <p>The draft policy is recommended for substantial change in response to representations made by English Heritage and the Council's new Principal Heritage Conservation Officer. It seeks to simplify the policy, making it more focused whilst at the same time robust in relation to all heritage assets, both statutorily protected and those covered by local designations.</p> |

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| 2014 Draft DMP DPD Policy |
| <p>DMP 14 Protection of Open Space</p> <p>Development on Metropolitan Open Land (MOL) will only be allowed in very special circumstances where:</p> <p>a. development is small scale and provides essential facilities supporting outdoor open space uses; and</p> <p>b. the open character of the land is preserved.</p> <p>Development on other open space will only be allowed in exceptional circumstances including where:</p> <p>c. it provides essential facilities to ensure the function, use and enjoyment of the open space; or</p> <p>d. as part of a wider development proposal there is a net increase of open space and a higher quality</p> |

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| <p>open space outcome is achieved.</p> <p>The continuity of identified green chains will be maintained and, where practical, extended.</p> <p>Existing sites for food growing will be protected and food growing opportunities within new developments will be encouraged.</p> <p>Redevelopment of existing play areas will only be considered where they are re-provided within the development site or at a more appropriate location within the same catchment and at equal or improved size, quality and accessibility.</p> |
| 2015 Draft DMP DPD Policy |
| <p>DMP 8 Open Space</p> <p>Where open space is proposed it should be:</p> <p>a. publicly accessible;</p> <p>b. appropriately designed to be safe, usable and integrated into the development site;</p> <p>c. enhance biodiversity and integrate into the existing green infrastructure network; and</p> <p>d. include a suitable long-term management plan.</p> <p>Existing sites for food growing will be protected and food growing opportunities within major residential developments will be encouraged.</p> |
| Reason for Change |
| <p>Much of the 2014 policy essentially replicated London Plan Policy 7.17 Metropolitan Open Land, 7.18 Protecting Open Space and Addressing Deficiency, plus Brent Core Strategy Policy CP18 Protection and Enhancement of Open Space, Sports and Biodiversity. It is recommended that these elements are removed, whilst policy is included to ensure new open space provision is well designed and maintained, and reference to food growing opportunities is retained.</p> |

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| 2014 Draft DMP DPD Policy |
| <p>DMP 15 Enhancing Biodiversity and Access to Nature</p> <p>The council will protect species and habitats and seek improvements to access to nature:</p> <p>a. Developments that would adversely affect a site of recognised nature conservation value or would increase deficiencies in access to nature will not be supported.</p> <p>b. All developments will be required to protect and enhance the biodiversity value of a site and area through their design and layout, impacts on biodiversity will be considered against the London Plan and Brent's Biodiversity Action Plan</p> <p>c. Green corridors will be protected from development which would impede their use as routes for wildlife.</p> |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| <p>London Plan Policy 7.19 Biodiversity and Access to Nature includes a hierarchy for decision making where a development may directly, indirectly or cumulatively affect a site of nature conservation value. 2014 DMP 15 did not provide a local dimension to policy essentially replicating elements of the London Plan policy. The 2015 draft will make reference to the policy and for the sake of brevity it is recommended that the policy is removed.</p> |

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| 2014 Draft DMP DPD Policy |
| <p>DMP 16 Waterside Development</p> <p>The council will promote the enhancement and use of the Blue Ribbon network:</p> <p>a. Proposals for development adjacent to river and canal edges are required to provide an appropriate set-back and appropriate landscaping of the set-back which may include public open space.</p> <p>b. Development should enhance the local distinctiveness of the waterside environment.</p> <p>c. Proposals for new or improved waterway facilities will be supported where they would not conflict with other users, the navigable area of the canal or the aims of Brent's Biodiversity Action Plan.</p> <p>d. Developments should improve pedestrian/cycle access to the waterways in Brent creating or</p> |

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| replacing routes through or around development sites. |
| e. Developments will be required to contribute towards restoration and naturalisation of waterways. |
| 2015 Draft DMP DPD Policy |
| DMP 9 Waterside Development |
| The Council will promote the enhancement and use of the Blue Ribbon network: |
| a. Proposals for development adjacent to river and canal edges are required to <u>improve access to the waterways and provide an appropriate landscaped set-back</u> which may include public open space. |
| b. Developments <u>adjacent to the Blue Ribbon network, or with potential to negatively impact on its water quality</u> , will be required to contribute towards restoration and naturalisation of waterways, and seek to enhance water quality and biodiversity in accordance with the objectives of the Water Framework Directive. |
| Reason for Change |
| The London Plan has extensive decision making policy advice in relation to the blue ribbon network, including Policy 7.27 and 7.28 Blue Ribbon Network and Policy 7.30 London's Canals. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that duplication is removed. Specific reference has been included to the objectives of the Water Framework Directive in response to the consultation response from the Environment Agency. |

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| 2014 Draft DMP DPD Policy |
| DMP 17 Noise & Vibration |
| Noise and/or vibration generating development will not be permitted where it would harm existing or proposed noise sensitive development in the area or where it would impact upon identified Quiet Areas. |
| Developments sensitive to noise and/or vibration will not be permitted in locations where noise pollution exists unless acceptable attenuation measures can be demonstrated. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| London Plan Policy 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes addresses this issue. 2014 DMP 17 did not provide a local dimension to policy essentially replicating elements of the London Plan policy and the NPPF/NPPG. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the policy is removed. |

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| 2014 Draft DMP DPD Policy |
| DMP 18 Air Quality |
| Air quality assessments will be required for major development or any development likely to worsen air quality. |
| The potential impact of proposed developments on air quality will be taken into account when assessing planning applications. Where significant adverse impacts are predicted which cannot be satisfactorily mitigated, development will not be permitted. |
| Major development should be at least air quality neutral and not lead to a deterioration of air quality in the borough's Air Quality Management Areas. |
| Development likely to be used by people vulnerable to poor air quality should not be located in areas with existing very poor air quality, such as adjacent to the North Circular Road or other locations where air pollution is a recognised problem. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| London Plan Policy 7.14 Improving Air Quality addresses this issue. 2014 DMP 18 did not |

provide a local dimension to policy essentially replicating elements of the London Plan policy and the NPPF/NPPG. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the policy is removed.

2014 Draft DMP DPD Policy

DMP 19 Contaminated Land

Where development is proposed on contaminated or potentially contaminated land, the council requires applicants to provide adequate site investigation information, prepared by a competent person. The applicant must demonstrate that the site is suitable for its new use and does not present an unacceptable risk from pollution.

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

London Plan Policy 5.21 Contaminated Land addresses this issue. 2014 DMP 19 did not provide a local dimension to policy essentially replicating elements of the London Plan policy and the NPPF/NPPG. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the policy is removed.

2014 Draft DMP DPD Policy

DMP 20 New Development in Areas of Flood Risk

Any development that has the potential to contribute to flood risk (individually or cumulatively), will be resisted.

Development proposals in flood risk zones 2 and 3 (as identified by the Environment Agency), and all development proposals for sites of 1 ha or above in flood risk zone 1, should be accompanied by a Flood Risk Assessment.

The sequential test should be applied to development in flood risk areas (unless it is an allocated site), and the exception test will be applied where it does not meet its requirements. Following these tests, where development is still proposed in areas with residual flood risk, flood resilience should be designed into the development.

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

London Plan Policy 5.12 Flood Risk addresses this issue. 2014 DMP 20 did not provide a local dimension to policy essentially replicating elements of the London Plan policy and the NPPF and extensive guidance in the NPPG. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the policy is removed.

2014 Draft DMP DPD Policy

DMP 21 Surface Water

All new development should utilise sustainable urban drainage systems (SuDS) wherever practical. Development proposals on sites over 0.5 hectare should meet greenfield run-off rates and should incorporate wider surface water management measures, or contribute to planned improvements where appropriate.

All other developments should aim to achieve greenfield run-off rates and ensure that management of surface water run-off is in line with the drainage hierarchy

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

London Plan Policy 5.12 Flood Risk addresses this issue. It requires development to aim to achieve greenfield run-off rates and ensure that surface water is managed as close to its source as possible in accordance with the drainage hierarchy. 2014 DMP 21 did not provide

a local dimension to policy essentially replicating elements of the London Plan policy and the NPPF and extensive guidance in the NPPG. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the policy is removed.

2014 Draft DMP DPD Policy

DMP 22 Renewables and Decentralised Energy

a. All major developments and new developments for residential units will be expected to reduce their carbon emissions through the use of decentralised energy, subject to viability, according to the following hierarchy:

- i. Connection to an existing network;
- ii. Where a network is planned provision should be made to enable future connection and a contribution towards the connection cost will be required;
- iii. Where there is no existing or planned network or connection is not viable, major developments should develop a Shared Heating Network.

b. All major developments and new developments for residential units are required to maximise opportunities for incorporating on-site micro-generation.

c. Retrofitting will be supported and developments will be expected to demonstrate that all opportunities for reusing and improving the sustainability of existing buildings have been considered.

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

London Plan Policy 5.2 Minimising Carbon Emissions, 5.3 Sustainable Design and Construction, 5.6 Decentralised Energy in Development Proposals and 5.7 Renewable Energy addresses this issue, along with associated GLA publications. 2014 DMP 22 did not provide a local dimension to policy essentially replicating elements of the London Plan. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the policy is removed.

2014 Draft DMP DPD Policy

DMP 23 Overheating and Cooling

All new developments should demonstrate how their design will minimise energy requirements for heating and cooling through passive design measures, following the cooling hierarchy. Developments should:

1. Minimise internal heat generation through energy efficient design;
2. Reduce the amount of heat entering a building in summer through orientation, shading, reflection, fenestration, insulation and green roofs and walls;
3. Manage the heat within the building through exposed internal thermal mass and high ceilings;
4. Utilise passive ventilation;

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

London Plan Policy 5.3 Sustainable Design and Construction and associated Sustainable Design and Construction SPG address this issue. 2014 DMP 23 did not provide a local dimension to policy essentially replicating elements of the London Plan. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the policy is removed.

2014 Draft DMP DPD Policy

DMP 24 Allowable Solutions

A financial contribution to offset the remaining carbon demands will be required where developments cannot achieve the carbon emissions reductions required of them, subject to the following criteria:

- i. It being demonstrated that all feasible carbon reduction measures will be implemented on site.
- ii. The contribution will be calculated on the basis of a price per tonne of carbon to address the calculated shortfall.
- iii. The contribution will be made to Brent and will be used individually or as part of a fund to mitigate the remaining carbon demands.

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

Government clarified in 2015 that the energy performance of buildings is the remit of Building Regulations and not a Planning matter. It had long been proposed that dwellings would be required to be Zero Carbon by 2016 with non-residential buildings needing to meet this standard by 2019. In July the Chancellor announced the postponement indefinitely of these targets which also included reference to allowable solutions in lieu of meeting energy efficiency targets on site. London Plan Policy 5.2 Minimising Carbon Dioxide Emissions proposed to address allowable solutions, with spending ring-fenced to Boroughs in which the development was proposed in the first instance in a proposed Minor Modification issued in 2015. This is currently submitted for examination. Given the Government's announcement on zero carbon which will mean no allowable solutions fund being generated, it remains to be seen if this amendment to London Plan policy will be successful at Examination. If it is in anticipation of the Zero Carbon being implemented at some point, then suitable policy will exist in the London Plan and Brent will not need its own. Any further detail on Brent specific allowable solutions would be contained in an update of the Planning Obligations SPD. If the proposed changes to the London Plan are not supported following Examination, then realistically the same would also be true of Brent's policy. On this basis it is recommended that the draft 2014 policy is removed.

2014 Draft DMP DPD Policy

DMP 25 Transport Implications of New Development

Transport Assessment

Developments which will have a potentially significant impact on the transport network should submit a Transport Assessment or Transport Statement, and an accompanying Travel Plan, as part of the planning application.

Where a development is likely to have a significant impact on the operation of the local highway network, public transport services or other transport facilities, and these cannot be satisfactorily mitigated, the application will be refused.

Environmental Impact of Traffic

Where a planning application would cause or worsen an unacceptable environmental impact from traffic generated, it will be refused, including where:

- a. the anticipated level of car trip generation/attraction is greater than the parking to be provided on site in accordance with the Plan's standards and any resulting on-street parking would cause unacceptable traffic management problems;
- b. the proposal would have unacceptable environmental impacts such as noise or air quality;
- c. the development would not easily and safely be accessible to pedestrians and/or cyclists;
- d. additional traffic generated would have unacceptable consequences in terms of access/convenience for pedestrians and/or cyclists;
- e. the proposals would produce unacceptable road safety problems;
- f. the capacity of the highway network is unable to cope with additional traffic without producing unacceptable levels of traffic congestion, especially where this would hinder the ability of the Strategic Road Network and/or London Distributor Roads to cope with through trips, or would introduce through traffic onto local roads.

Where transport impact is unacceptable, measures should be considered, either individually or in combination, which could acceptably mitigate this and enable the development.

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

London Plan Policy 6.3 Assessing Effects of Development on Transport Capacity and associated guidance Transport Assessment Best Practice Guidance and Travel Plan Guidance produced by TfL address this issue. 2014 DMP 25 did not provide a local dimension to policy essentially replicating elements of the London Plan. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the policy is removed.

2014 Draft DMP DPD Policy

DMP 26 Public Transport Integration

Development should benefit and not harm the operation of the public transport network, and should be located where public transport accessibility is sufficient to service the scale and intensity of use, in particular where:

- a. the capacity of the public transport network, within safe walking distance, is sufficient to accommodate any increase in passenger trips; and
- b. the increase of traffic generated would not cause harm to the efficiency of bus services.

Proposals should, in appropriate locations, enhance opportunities to provide interchange between public transport services.

Where there is an unacceptable impact, there may be specific public transport measures required, and developers will be required to fund these. Mitigation measures should be secured through planning obligations.

2015 Draft DMP DPD Policy

None. The policy is recommended for removal.

Reason for Change

London Plan Policy 6.3 Assessing Effects of Development on Transport Capacity and associated guidance Transport Assessment Best Practice Guidance and Travel Plan Guidance produced by TfL address this issue. 2014 DMP 26 did not provide a local dimension to policy essentially replicating elements of the London Plan and NPPF/NPPG. The 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the policy is removed.

2014 Draft DMP DPD Policy

DMP 27 Cycling and Walking

Developers should ensure that proposals are designed in accordance with best practice to ensure safe and convenient access for pedestrian and cyclists whilst considering opportunities to expand the permeability of the pedestrian and cycle network. Where necessary, the council will seek improvements from developers to ensure that the development impact is acceptable in planning terms, particularly that access and facilities follow desire lines wherever possible and minimise walking distances to local facilities. Cycle and pedestrian routes should not be isolated from other activity.

The London Cycle Network

Design for cycle facilities should be in accordance with London Cycling Design Standards. Major developments will be expected to contribute towards improvement in links to and on the London Cycle Network, where the need for such facilities arise directly from the need to service the development by sustainable modes.

Developments should comply with the plan's minimum Cycle Parking Standard (see appendix 2). Cycle parking should be situated in a convenient, secure and where appropriate, sheltered location. Priority will be given to improving cycle parking at stations and in town centres.

Capital Ring

Development on or near the route (as shown on the Policies Map) will be expected to take full account of the need to protect its character and, where appropriate, contribute towards its

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| improvement. |
| 2015 Draft DMP DPD Policy |
| DMP 10 Capital Ring Development on or near the <u>Capital Ring</u> (as shown on the Policies Map) will be expected to take full account of the need to protect its character and, where appropriate, contribute towards its improvement. |
| Reason for Change |
| London Plan Policy 6.9 Cycling and Policy 6.10 Walking addresses this issue. 2014 DMP 27 did not for the most part provide a local dimension to policy essentially replicating elements of the London Plan. Where it did on the Capital Ring, it is recommended that this is retained. Otherwise the 2015 draft will make reference to relevant higher level policy and for the sake of brevity it is recommended that the rest of the policy is removed. |

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| 2014 Draft DMP DPD Policy |
| DMP 28 Managing the Highway Network Forming an Access Onto a Road An application for the creation of an access to a highway (other than the North Circular Road) will be acceptable where: <ul style="list-style-type: none"> a. the location of the access would be at a safe point with adequate visibility; b. the access and amount of off-street parking proposed would be visually acceptable (having regard to existing highway verges and trees affected and policy DMP 11 'Urban Greening, Landscaping and Trees'); c. when the street is Heavily Parked, the proposal does not result in the loss of more than one on-street space, and, where there is controlled parking, does not result in the creation of more off-street spaces than permitted by the parking standard; d. new access points, or where development will result in the increased use of existing access points, along London Distributor Roads (as shown on the Policies Map), does not harm their role of distributing traffic across London, in particular bus traffic. In addition applications must demonstrate the following: <ul style="list-style-type: none"> e. new highway layouts, visibility splays and accesses to and within development should be designed to a satisfactory standard in terms of safety, function, acceptable speeds, lighting and appearance; f. for a site with a new road, the proposal should have efficient internal circulation as well as integrating with the existing road network in a convenient manner, including for emergency service vehicles, pedestrians, cyclists and, where appropriate, buses; or, New accesses onto the North Circular Road will be resisted in all cases except where replacing an existing unsafe access . Similarly, new accesses on TLRN and London Distributor Roads should be resisted where alternative access is available to the side or rear, and turning facilities should be provided where possible. A preliminary safety audit must be submitted with all major development proposals which abut the TLRN. |
| Road Safety and Traffic Management In assessing planning applications, priority should be given to road safety issues, particularly those affecting the convenience and safety of vulnerable road users such as pedestrians and cyclists. Where there is an impact on the highway network, and development requires work to be undertaken to make the impact acceptable, this should be sought through planning obligation or condition. |
| 2015 Draft DMP DPD Policy |
| DMP 11 Forming an Access on to a Road Other than the North Circular Road, TLRN and London Distributor Roads applications for the creation of an access to a highway <u>or where development will result in the increased use of existing access points</u> will be acceptable where: <ul style="list-style-type: none"> a. the location of the access would be at a safe point; b. the access and amount of off-street parking proposed would be visually acceptable (having regard to existing highway verges and trees affected); |

c. on Heavily Parked Streets, the proposal does not result in the loss of more than one on-street car parking space, and where there is controlled parking does not result in the creation of more off-street spaces than set out in the parking standards;

On the North Circular Road new accesses will be resisted in all cases except where offering improved road safety for all users.

Similarly, new accesses on TLRN and London Distributor Roads should be resisted where alternative access is available to the side or rear and turning facilities should be provided where possible.

On London Distributor Roads (as shown on the Policies Map) increased use of existing safe access points will be allowed where it does not harm the road's strategic traffic distribution role and particularly that of bus movement.

A preliminary safety audit must be submitted with all major development proposals which about the TLRN.

Reason for Change

The draft 2015 policy is recommended for rewording to reduce its length and increase its clarity on locally specific issues in reflecting consultation responses. The issue of road safety is one that is addressed in draft 2015 DMP1.

2014 Draft DMP DPD Policy

DMP 29 Parking

Parking standards and managing the availability of car parking

Developments should provide the ~~minimum necessary car parking provision~~. Opportunities for development to be car free should be considered in appropriate locations, ~~where there is good or better public transport access~~.

~~Where the need for car parking provision is accepted, development should not exceed the maximum standard for the area in which it is located (excluding spaces designated for disabled people).~~

~~Development should comply with the council's parking standards, as set out in appendix 2.~~

In areas of on-street parking stress where there are Controlled Parking Zones, the council will remove or limit access to on-street parking permits for future occupiers of the development other than for disabled blue badge holders.

~~Developments will also be expected to meet the council's minimum standards for cycle parking set out in appendix 2.~~

~~The council will:~~

- ~~a. strongly encourage contributions to car clubs and pool car schemes in place of private parking in new developments across the borough secured through a planning obligation; and~~
- b. seek the provision of electric charging points in keeping with the London Plan standards as part of any car parking provision.

Managing the impact of parking

~~The creation of additional car parking spaces should not have negative impacts on parking, highways or the environment, and the removal of surplus car parking spaces will be encouraged. Development will not be supported that would:~~

- ~~a. harm highway safety or hinder pedestrian movement;~~
- ~~b. provide inadequate sight lines for vehicles leaving the site;~~
- c. add to on-street parking demand where on-street parking spaces cannot meet existing demand, or otherwise harm existing on-street parking conditions;
- d. require detrimental amendment to existing or proposed Controlled Parking Zones;
- e. create a shortfall of public car parking, operational business parking or residents' parking;
- f. create, or add to, an area of car parking that has a harmful visual impact.

The council will require off-street parking to:

- g. preserve a building's setting and the character of the surrounding area;
- h. preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and
- i. provide adequate soft landscaping, permeable surfaces (~~see DMP 21 'Surface Water'~~), boundary

treatment and other treatments to offset adverse visual impacts and increases in surface run-off. Public off-street parking will be permitted only where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport.

Parking in Town Centres

Standards for parking in town centres are set out in appendix 2. When considering development proposals in town centres, regard will be had to the impact of any on-street parking generated on the operation of the centre and the availability of on and off-street public parking spaces within easy walking distance of the site.

The maximum additional amount of parking provided by individual development shall be no greater than the maximum standard for freestanding development, unless existing parking spaces are being re-located from a worse location.

The council will accept the loss of short-term publicly available parking only where this would not lead to under-provision.

2015 Draft DMP DPD Policy

DMP 12 Parking

Parking standards and managing the availability of car parking

Developments should provide parking consistent with parking standards in Appendix 1. In appropriate locations benefiting from high levels of public transport access, generally with PTAL 4 or above, opportunities for car free development should be considered.

In areas with Controlled Parking Zones access to on-street parking permits for future development occupiers other than for disabled blue badge holders will be removed or limited.

Contributions secured through a planning obligation to car clubs and pool car schemes will be strongly encouraged in place of private parking in developments.

Managing the impact of parking

Additional parking provision should not have negative impacts on existing parking, highways, other forms of movement or the environment. The removal of surplus parking spaces will be encouraged.

Development will be supported where it does not:

- a. add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on-street parking conditions;
- b. require detrimental amendment to existing or proposed Controlled Parking Zones;
- c. create a shortfall of public car parking, operational business parking or residents' parking;

The Council will require off-street parking to:

- d. preserve a building's setting and the character of the surrounding area;
- e. preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and
- f. provide adequate soft landscaping (in the case of front gardens 50% coverage), permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.

Public off-street parking will be permitted only where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport.

Parking in Town Centres

The Council will accept the loss of short-term publicly available parking only where this would not lead to under-provision.

In town centres where there is a deficiency of short term public car parking, subject to development viability, the Council will seek additional provision within major developments.

Reason for Change

The policy has been reworded following consultation responses, generally to provide greater clarity and brevity. The provision of electric charging points will be consistent with London Plan Policy 6.13 Parking, so does not need repeating in policy. The draft 2015 Policy takes account of the potential for some town centres to either have too much parking in the wrong

place (surplus), or not enough and is recommended to be amended accordingly to positively address this issue.

2014 Draft DMP DPD Policy

DMP 30 Movement of Goods and Materials

Provision and protection of freight facilities

Development that would generate significant movement of goods or materials, both during construction and in operation, should minimise the movement of goods and materials by road, the use of more sustainable alternatives, i.e. by rail and canal, is encouraged.

For longer distance movements, the provision of sidings within suitable new developments adjoining railway lines is supported. Warehousing development, adjoining rail lines where rail access can be provided, should include sidings.

Existing sidings will be protected where these are adaptable to serve anticipated needs.

Servicing in new developments

The provision of servicing facilities is required in all development covered by the Plan's standards in appendix 3, ~~and we~~ will work with developers to provide the optimum servicing and delivery arrangements for new developments. Servicing should be provided ~~within the curtilage of the site~~ wherever possible.

2015 Draft DMP DPD Policy

DMP 13 Movement of Goods and Materials

Provision and protection of freight facilities

Development that would generate significant movement of goods or materials, both during construction and in operation, should minimise the movement of goods and materials by road. The use of more sustainable alternatives, i.e. by rail and canal, is encouraged.

For longer distance movements, the provision of sidings within suitable new developments adjoining railway lines is supported. Warehousing development, adjoining rail lines where rail access can be provided, should include sidings.

Existing sidings will be protected where these are adaptable to serve anticipated needs.

Servicing in new developments

The provision of servicing facilities is required in all development covered by the Plan's standards in Appendix 2 The Council will work with developers to provide the optimum servicing and delivery arrangements for new developments.

Wherever possible servicing should be provided off the highway.

Loss of existing servicing will be resisted where it is still required to meet operational needs.

Reason for Change

It is recommended that minor changes to the policy be made in response to representations relating to greater flexibility being sought for servicing. Whilst where servicing land is still required its loss will be resisted.

2014 Draft DMP DPD Policy

DMP 31 Local Employment Sites

The council will allow the release of Local Employment Sites to non-employment uses ~~subject to the following criteria being met:~~

- ~~a. Cumulatively no more than 7.5 ha of local employment sites being lost over the plan period, in addition to the sites identified for release; and~~
- ~~b. It can be demonstrated there is no current or future demand for the site for ongoing employment use and the possibility of redeveloping the site for alternative employment uses has been fully explored; or~~

~~c. The redevelopment of the site for a mixed use scheme incorporating the maximum amount of employment floorspace possible would accommodate the existing employment use or, where the site is vacant, would result in employment space that meets an identified need for affordable workspace in~~

the borough, as well as demonstrable wider regeneration benefits to the community. Proposals for residential development will also be subject to a satisfactory residential environment and high quality of design being achieved. Where the loss of employment use is in a primary or secondary frontage within a town centre an active frontage is to be retained.

2015 Draft DMP DPD Policy

DMP 14 Employment Sites

To encourage appropriate mixed use environments and local employment generation the Council will support the continued provision of employment sites.

It will seek to limit their loss to approximately 11.5 ha in the period to 2029.

Employment Land within SIL and LSIS

In recognition of the weight attached to retaining SIL and LSIS allocations in policies elsewhere in the Development Plan SIL and LSIS will only be released where:

- a. it is a low quality employment site identified as suitable for release in the Employment Land Demand Study; and
- b. it can be shown to be integral to and delivered as part of a wider comprehensive housing-led regeneration scheme with substantial benefits to Brent, providing at least 50% affordable housing, and consistent with the wider objectives of the Development Plan and/ or is of strategic significance to London; or
- c. when it delivers social and physical infrastructure of a substantial scale, for example secondary schools, for which there is a significant identified Brent need and which cannot reasonably be provided on other sites in the Borough.

For developments falling under criteria a) the development shall incorporate employment uses providing high density employment on 20% of the site.

The Council will expect the existing restrictive allocation of the site as SIL or LSIS to be recognised in the residual land value assumed for the site.

Local Employment Sites

The Council will allow the release of Local Employment Sites to non-employment uses where:

- a. continued wholly employment use is unviable; or
- b. significant benefits consistent with the wider objectives of the Development Plan are achieved.

Where non-employment uses are proposed the site shall incorporate the maximum amount of existing floorspace type possible or if unviable employment space that meets an identified need in the borough.

Work-Live

Work-Live units will be acceptable where they are managed by an organisation committed to their use primarily for employment, as evidenced by a management plan.

Reason for Change

The policy has been amended due to changes in Government policy which are placing greater emphasis on Planning Authorities not unreasonably restricting loss of employment land, particularly for housing uses where the existing use is unviable. This has been amplified through greater permitted development rights for employment uses to other uses including residential, both temporary and permanent and announcements such as the Starter Homes initiative which referenced older employment sites as opportunity areas. No target has been set to restrict loss, as this is now considered to be unreasonable and it is recommended that emphasis in the Plan be placed on seeking to protect the higher order formally designated employment areas of SIL and LSIS. It is recommended that other relevant parts of draft 2014 policies on employment are consolidated so that one policy is taken forward. The draft 2015 policy reflects advice in an updated Employment Land Review on the amount of employment land that can be released for other uses. For the land that is released it is important that it is well planned development that meets wider borough objectives, rather than piecemeal loss of sites in a variety of locations, e.g. it supports Housing Zones, delivers a minimum of 50% affordable housing, or otherwise addresses issues such as the need for secondary school sites.

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| 2014 Draft DMP DPD Policy |
| DMP 32 Offices |
| The council will allow development resulting in the loss of vacant office floor space where there is evidence over a period of 12 month, active marketing (at a reasonable value for that area) has been carried out; and the possibility of retaining, reusing or redeveloping the site for alternative smaller or more flexible units suitable for SMEs has been fully explored. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| The 2014 policy has essentially been overtaken by Government policy related to permitted development rights for changes of use of office (whether vacant or occupied) to residential. Government has given strong indication that this will be continued and exemptions which were permitted in some areas are also likely to be removed. Consequently it is recommended that this policy is removed. |

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| 2014 Draft DMP DPD Policy |
| DMP 33 Affordable Workspace |
| The council will seek through developer contributions at least 10% of the floorspace within new major commercial development schemes in SIL and LSIS to be affordable workspace for SMEs, subject to viability. |
| If on-site provision is not possible or appropriate, financial contributions for equivalent off-site provision will be sought. |
| Proposals for the redevelopment of existing affordable workspace must seek to incorporate an equivalent amount of affordable workspace that is flexible and/or workspace suitable for occupation by micro and small enterprises, unless it can be demonstrated to the council's satisfaction that the site is no longer suitable for the provision of similar uses, or that this would make the scheme unviable. Creative businesses will be supported and encouraged. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| Consultation responses raised concerns policy would discourage investment in redevelopment of SIL and LSIS. The recommendation is to remove this policy to encourage greater investment in existing business premises/business sites to meet modern business needs and also encourage speculative business space development to make Brent more attractive for business. As indicated Government housing policy and the need for housing in London is making employment sites come under increasing pressure for development for alternative uses, so increasing viability for redevelopment/regeneration for continued employment use is necessary to reduce the likelihood of site owners considering non-employment uses. It is suggested the policy focus is instead on securing affordable workspace through the redevelopment of Local Employment Sites, where mixed-use development can help support the provision of workspace at a discounted rent. |

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| 2014 Draft DMP DPD Policy |
| <u>DMP 34 Employment Uses Design and Facilities</u> |
| <u>Design</u> |
| Proposals for employment uses, including extensions to existing buildings, must: |
| a. enhance the character of its surroundings, address the street and have a high standard of finish; |
| b. have integrally designed landscaping which improves local amenity, and incorporate urban greening measures such as green roofs, green walls, trees and soft landscaping; |
| c. be designed to be flexible and suitable to meet future needs especially to provide for the |

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| requirements of SMEs; |
| d. not have an unacceptable environmental impact on adjacent uses and any nearby residential properties in terms of noise, dust, pollution, hours of use, access and servicing; |
| e. provide sufficient parking and operational space in accordance with council standards; |
| f. be accompanied by a Travel Plan if it is a major proposal involving more than 1,000m ² and the council may consequently require access improvements to be secured through developer contributions. |
| Facilities |
| Small-scale leisure, eating and retail facilities (generally less than 200m ² gross) will be permitted on employment sites providing the facility is intended primarily to meet the needs of workers in the vicinity; and it does not attract significant levels of visitor traffic into the area, or exacerbate existing traffic problems. The loss of such facilities will be resisted where this would lead to a deficiency of employee facilities within an employment site. |
| The council will seek planning obligations to ensure developments over 5000m ² provide childcare facilities |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| The policy has no local distinctiveness and therefore it is recommended that the issues can be sufficiently covered in proposed draft 2015 DMP1, plus other development plan policy related to green infrastructure, design, parking and transport assessments. Small scale facilities are now permitted development introduced in 2014 introduced by Government to encourage new business development and reduce vacant employment buildings. |

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| 2014 Draft DMP DPD Policy |
| DMP 35 Work-Live Premises |
| Proposals for Work-Live units in the borough will only be permitted provided that: |
| a. they are outside SIL and LSIS; |
| b. there is no loss of any permanent residential units; |
| c. there is no loss of sites in business or employment use where there is potential for that use to continue; |
| d. the residential element complies with standards on affordable housing, dwelling and room sizes, wheelchair accessible housing, lifetime homes and other residential amenity standards; |
| e. They are managed by an organisation committed to their use primarily for employment, as evidenced by a management plan. |
| 2015 Draft DMP DPD Policy |
| Proposed inclusion in proposed policy DMP14 |
| Reason for Change |
| The most recent Employment Land Study indicates that there is no real likely demand for Work-Live premises in Brent. Existing Brent Core Strategy Policy CP20 essentially does not allow residential development in SIL and LSIS so addresses criterion a). Realistically criterion b) is unlikely to occur due to the value of residential property compared to work-live, criterion c) is addressed in the proposed 2015 DMP14 policy on Local Employment Sites final sentence. Criterion d) is addressed by proposed draft 2015 Policy DMP18. Criterion e) is recommended for inclusion in DMP14. |

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| 2014 Draft DMP DPD Policy |
| DMP 36 Affordable Housing |
| a. All housing developments on sites capable of providing 10 or more units will be required to provide the maximum reasonable proportion of affordable housing with a target of 50%. |
| b. In order to meet local housing needs, 70% of new affordable housing provision should be for social rented housing or affordable rented housing and 30% for intermediate housing. |

c. Affordable housing must fully meet the objectively assessed needs of the local housing market. Affordable rented housing must meet the needs of households eligible for social housing, with eligibility determined with regard to local incomes and local house prices in line with Brent's Tenancy Strategy.

d. Affordable housing should be required on-site. Off-site affordable housing provision and cash in lieu contributions will be considered only in exceptional circumstances and where affordable housing will be provided that better meets the borough's needs.

2015 Draft DMP DPD Policy

DMP 15 Affordable Housing

a. Brent's Core Strategy policy CP2 sets the target that 50% of new homes delivered in the borough will be affordable. The maximum reasonable amount of affordable housing will be sought on individual residential and mixed use developments on sites with the capacity to provide 10 or more homes.

b. 70% of new affordable housing provision should be social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs.

Where a reduction to affordable housing obligations is sought on economic viability grounds, developers should provide a development appraisal to demonstrate that schemes are maximising affordable housing output. The Council will rigorously evaluate such appraisals and:

1. the developer will be required to underwrite the reasonable costs of a Council commissioned economic viability assessment

2. on major phased development sites or major sites where housing development commences 18 months after consent is issued, appropriate provisions to re-appraise scheme viability will be sought at agreed stages in S106 agreements to secure contingent obligations

3. in most circumstances the Existing Use Value plus a premium (EUV+) approach to assessing benchmark land value in development appraisals and viability assessments should form the primary basis for determining the benchmark land value.

Vacant Building Credit will only be applicable to:

1. the Gross Internal Area of buildings (buildings as defined in the Community Infrastructure Regulations)

2. buildings that have been in lawful use for a continuous period of less than six months in the three years before which planning permission first permits the chargeable development

Reason for Change

It is recommended that criterion a) be amended to take account of the fact that policy exists in the Brent Core Strategy and for consistency with London Plan Policy 3.12 Negotiating Affordable Housing that the maximum reasonable amount of affordable housing will be sought. Criterion c) is covered by London Plan Policy 3.10 Definition of Affordable Housing. Criterion d) on-site provision is covered by NPPF and London Plan Policy 3.12 Negotiating Affordable Housing and so is proposed for removal. It is recommended to insert criteria 1-3 to clarify from developers what is expected in association with viability assessments. The inclusion of policy on Vacant Buildings Credit seeks to provide clarity on how the Council will determine parts of the Government's policy that were not well defined. The Vacant Buildings Credit has recently been quashed as policy in the NPPG, although the Government intends to appeal this decision. Consequently it is recommended that this remains in draft 2015 DMP 15 subject to the outcome of the appeal providing clarity on whether Vacant Buildings Credit will return.

2014 Draft DMP DPD Policy

DMP 37 Dwelling Size Mix

~~All developments of self-contained accommodation will be expected to make an appropriate contribution to the borough's diverse household needs by providing a mix of dwelling sizes in accordance with Brent's priority table for housing size mix.~~

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| Developments which do not have an appropriate mix will be resisted. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| Feedback was that the table associated with the policy was vague and would be difficult to interpret with any clarity by those determining and submitting housing applications. A preferred solution was clarity on percentage of housing sizes for different tenures, although this would have to be interpreted flexibly to reflect the circumstances of each development site. A Strategic Housing Market Assessment has been commissioned to provide suitable evidence of housing needs by dwelling size and tenure. It is recommended that rather than inclusion of a mix in policy that could become fixed and date quite quickly, e.g. as a result of changes in house prices or benefits that the SHMA and subsequent updates are used by planning and housing officers to inform housing needs consistent with London Plan Policy 3.18 Housing Choice and Brent Core Strategy CP2 which seeks at least 25% of new homes with 3 bedrooms. |

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| 2014 Draft DMP DPD Policy |
| DMP 38 Maximising Housing Supply |
| New housing development should be designed to realise its potential residential capacity by making the best use of its general locational and particular site opportunities. The appropriate density will be primarily assessed with reference to the London Plan residential density matrix, the character and quality of the adjacent townscape and the quality of the proposed residential accommodation. Development should not result in the net loss of residential units unless: <ul style="list-style-type: none"> a. sub-standard units would be brought in line with space standards; b. it would consist of the de-conversion of flats to create a family size home and would result in the net loss of no more than one unit; c. the location is no longer environmentally suitable for residential use; d. as part of a regeneration scheme to improve the quality or mix of units or to provide essential open space; or e. for a nursery or primary health care use or to extend an existing school to meet an identified local need. |
| 2015 Draft DMP DPD Policy |
| DMP 16 Resisting Housing Loss |
| In addition to circumstances identified in London Plan Policy 3.14 development <u>resulting</u> in the net loss of residential units will be <u>supported</u> where: <ul style="list-style-type: none"> a. sub-standard units would be brought in line with space standards; b. de-conversion of flats would create a family size home resulting in the net loss of no more than one <u>dwelling</u>; c. providing social or physical infrastructure to meet an identified local need. |
| Reason for Change |
| It is recommended to remove the first part of the 2014 draft policy as this is adequately dealt with in London Plan Policy 3.4 Optimising Housing Potential. London Plan Policy 3.14 Existing Housing stock deals with the circumstances where loss of residential dwellings would be appropriate and so it is proposed to make reference to this in the draft 2015 Policy DMP16 but keep those elements (criteria a-c) where a differentiation in approach in Brent has been identified. |

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| 2014 Draft DMP DPD Policy |
| DMP 39 Conversions |
| To maintain family size housing, conversion to flats will only be considered where the following criteria are met: <ul style="list-style-type: none"> a. a minimum original floor area of 130sqm and the inclusion of a 3-bedroom unit; and |

b. the mix of units has regard to Brent's priority dwelling mix.
 Conversions will not be permitted where they would cause unacceptable additional on-street parking (see DMP 29 'Parking').
 Conversions will not be acceptable where the property has direct access onto a Trunk Road (North Circular Road) or on a London Distributor Road where safe access cannot be provided.
 Conversions must provide a good quality of accommodation for future occupants and have consideration for neighbouring residential amenity, they should:

- c. achieve appropriate residential standards and arrangement/layout (DMP 40 'Housing Standards and Quality'); and
- d. provide the replacement family size unit at ground floor with direct access to a garden.
- e. not harm the character of the property and streetscene; and
- f. cycle storage and bins meeting current requirements must be accommodated without detriment to the character and appearance of the front garden (see DMP 11 'Urban Greening, Landscaping and Trees').

2015 Draft DMP DPD Policy

DMP 17 Conversion of Family Sized Dwellings

To maintain family size housing conversion of a family sized home to other dwellings will only be allowed where the following criteria are met:

- a. the existing home is 130 sq.m. or more and
- b. it results in at least a 3-bedroom dwelling with access to a garden.

Exceptions to this will only be allowed where the amenity of the existing family sized home is so deficient that family occupation is unlikely and it could not reasonably be changed to overcome such deficiencies.

Reason for Change

For the sake of brevity it is recommended to remove criterion b) and wording through to and including c). These issues are addressed in draft 2015 DMP 12 Parking, DMP11 Forming an access on to a Road, DMP1, DMP 18 Dwelling Size. Criterion e) is dealt with in DMP1 and f) by DMP 12 Parking and SPG5 and SPG17. An additional part of the policy is recommended to address circumstances where the existing family sized property is unlikely to provide an environment that is compatible with family living. This partly reflects the outcome of an appeal where the Council was criticised for being unreasonable of refusing a subdivision to non-3 bed dwellings.

2014 Draft DMP DPD Policy

DMP 40 Housing Standards and Quality

Quality of Residential Accommodation

- a. All housing developments will need to comply with the minimum internal space standards in Table 3 'Residential Standards' as well as providing minimum room sizes and storage space in line with the current best design practise.
- b. The design and layout of units, including conversions, must meet the Lifetime Homes Standards criteria, and 10% of units in major schemes must be accessible for wheelchair users.
- c. Dwellings must be designed to provide satisfactory levels of sunlight, daylight, privacy and outlook for future occupiers.
- d. Dwellings should be designed with appropriate stacking and noise insulation to prevent noise nuisance between neighbours.
- e. Refuse and recycling storage space and facilities need to be demonstrated in accordance with current standards.
- f. Secure and covered cycle parking is required for all dwellings.
- g. Permission will not be granted for the use of outbuildings as residential accommodation.

Provision of Amenity Space

- h. All new units will be required to have external private amenity space of a sufficient size and type to satisfy its proposed residents needs; normally 20sqm per flat is expected and 50sqm for family housing including ground floor flats.

- i. The design of amenity space should take advantage of direct sunlight.
- j. Amenity space must be accessible and benefit from natural surveillance.
- k. Children's play facilities in schemes with a child yield of 10 or more children shall be provided at 10sqm per child, and the design of play space shall be in accordance with current best practise.

2015 Draft DMP DPD Policy

DMP 18 Dwelling Size and Residential Outbuildings

The size of dwellings should be consistent with London Plan Policy 3.5 Table 3.3 Minimum Space Standards for New Development.

In order to prevent the potential for overcrowding planning permission will only be granted where dwellings intended for occupation by one person is internally laid out as studio accommodation

Planning permission will only be granted for outbuildings that will not be residential accommodation or do not support the increased occupation of a dwelling.

DMP 19 Residential Amenity Space

All new dwellings will be required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This is normally expected to be 20sqm per flat and 50sqm for family housing (including ground floor flats).

Reason for Change

It is recommended to amend draft 2014 DMP 40 to 2015 draft DMP18 as criterion a) is the same as London Plan Policy 3.5 and its associated table. Criterion b) is covered by London Plan policy 3.8 Housing Choice. Criterion c) is dealt with by draft 2015 DMP1 and the London Housing SPG. Criterion d) now falls within the remit of building control as clarified by Government in 2015, e) is dealt with in draft 2015 DMP1 and SPG 5 and SPG17, f) is dealt with by draft 2015 DMP12 Parking. So all these are recommended for removal. Criterion g) is recommended for incorporation in draft 2015 DMP18. In addition it is recommended that clarity is provided in relation to one person accommodation to discourage potential overcrowding by restricting provision of one person one bedroom properties. This was contained in the 2014 draft in the text related to dwelling sizes, but will have more weight if contained in policy.

It is recommended that a separate policy draft 2015 DMP 19 be created to cover residential amenity space as this is a separate policy issue. However, criteria i-k that are covered in the London Housing SPG and the London Play and Informal Recreation SPG and therefore are removed.

2014 Draft DMP DPD Policy

DMP 41 Hostels and HMOs

~~Proposals for housing with shared facilities will be supported where the development:~~

- ~~a. will not result in the loss of self-contained housing, use land where self-contained housing could reasonably be expected or impact on the borough's ability to achieve its housing targets;~~
- ~~b. is located in an area with good access to public transport and other amenities, including shops (normally within 400m);~~
- ~~c. is of an acceptable quality meeting appropriate current internal standards, including 10% of all bed-spaces to be wheelchair accessible;~~
- ~~d. includes management arrangements suitable to its proposed use and size;~~
- ~~e. will result in a mixed and balanced community and will not cause harm to neighbouring amenity through an over intensive use of the site or an over concentration of similar uses in the local area or become the predominant use in the area;~~
- ~~f. is not on a site considered particularly suitable for a use covered by DMP 43 'Specialist or Supported Accommodation Providing Care' where there is an identified need; and~~
- ~~g. demonstrates that there is a specific borough need for the particular use.~~

~~The loss of non self-contained accommodation will only be acceptable where:~~

- ~~h. it is demonstrated that there is no longer a borough need for the type of accommodation, or the needs of residents can be better met by other existing accommodation; or~~

i. the existing accommodation is unsatisfactory and cannot be improved to achieve current standards. ~~Where the loss of the use is acceptable, another priority housing need would be the appropriate replacement use.~~

2015 Draft DMP DPD Policy

DMP 20 Accommodation with Shared Facilities or additional support

Proposals for non-self contained or self-contained residential accommodation with shared facilities or on site support/care to assist residents in their daily lives will be supported where the development is:

- a. located in an area with good access to public transport and other amenities, including shops (normally within 400m);
- b. is of an acceptable quality meeting appropriate standards for the needs of its occupants, including external amenity space, appropriate communal facilities, levels of support/care and mobility;
- c. includes management arrangements suitable to its proposed use and size;
- d. demonstrates that there is a specific Brent, or in the case of education a London, need for the particular use which are secured by planning agreement relating to use of the land or to its occupation by members of specified educational institutions;

The loss of accommodation will only be acceptable where:

- a. demonstration of no Brent need for the accommodation type, or residents' needs can be better met by other existing accommodation; or
- b. unsatisfactory existing accommodation cannot be improved to achieve current standards.

Reason for Change

For the sake of brevity it is recommended that 2014 draft policies DMP41, DMP42 and DMP43 are essentially amalgamated as they deal with communal/non-standard residential accommodation and contained criteria that largely were replicated in each policy. In relation to criterion a) as many Hostels and HMOs are going to result from change of use of existing dwellings in reality it is unrealistic for them not to result in the loss of self-contained housing. In terms of housing needs and monitoring for London Plan purposes, communal establishments are now counted towards overall housing figures, so in most cases will result in increase overall housing provision, rather than loss. Criterion b) is recommended for retention in 2015 draft DMP20. In relation the range of communal establishments, criteria c) mobility requirements will vary according to occupants' requirements, e.g. supported housing (higher levels of mobility dwellings) compared to students (generally younger and with less requirement for mobility dwellings). Consequently it is recommended that criterion b) in draft 2015 is flexible to reflects needs of occupants. Criterion d) management is important across all the uses so is recommended to be retained. Criterion e) is covered by draft 2015 DMP1 although examples of what is considered potential for over-concentration are included in the supporting text for 2015 draft DMP20. Criterion f) is subjective as there are no site specific allocations for this type of use, so is recommended for removal. Criterion g) is retained. Criteria h and i are recommended for retention with slight rewording.

2014 Draft DMP DPD Policy

DMP 42 Student Housing

~~Proposals for purpose built student accommodation will be supported providing that they:~~

- ~~a. will not result in the loss of self-contained housing, use land where self-contained housing could reasonably be expected or impact on the borough's ability to achieve its housing targets;~~
- ~~b. are of an acceptable quality and laid out appropriately to meet the needs of its intended occupants, including 10% of all bed-spaces to be wheelchair accessible;~~
- ~~c. do not consist predominantly of self-contained studio type accommodation;~~
- d. are located in an area with good access to public transport and other amenities, including shops;
- e. include management arrangements suitable to the scale of the development;
- ~~f. will add to a mixed and balanced community and will not cause harm to neighbouring amenity~~

through an over intensive use of the site or an over-concentration of similar uses in the local area or become the predominant use in the area;

g. demonstrate that they serve an educational establishment in London;

The loss of student housing will only be acceptable where:

f. it is demonstrated that there is no longer a borough need for the type of accommodation, or the needs of residents can be better met by other existing accommodation; or

g. the existing accommodation is unsatisfactory and cannot be improved to achieve current standards.

~~Where the loss of the use is acceptable, another priority housing need would be the appropriate replacement use.~~

2015 Draft DMP DPD Policy

Addressed in DMP 20 Accommodation with Shared Facilities or additional support

Reason for Change

For the sake of brevity it is recommended that 2014 draft policies DMP41, DMP42 and DMP43 are essentially amalgamated as they deal with communal/non-standard residential accommodation and contained criteria that largely were replicated in each policy. The commentary for 2104 draft DMP 41 applies with the exception of DMP42 criteria c) and g). Criteria c) is recommended to be omitted from 2015 draft DMP20 following representations in order to meet market requirements. Many overseas students want and can afford purpose built self-contained accommodation. If they were not being provided with this they would be more likely to seek accommodation from mainstream housing, thus increasing demand/impacting on supply. Suitable management arrangements/S.106 agreements to restrict occupation to students deals with any potential for abuse in terms of overcrowding through mainstream letting. Criterion g) is covered in 2015 draft DMP20 criterion d) which has also been amended to take account of comments from the GLA about compatibility with the London Plan. There is extensive guidance on student housing in the London Housing SPG.

2014 Draft DMP DPD Policy

DMP 43 Specialist or Supported Accommodation Providing Care

~~Accommodation providing a level of care or support for an identified element of Brent's older or vulnerable population, including sheltered housing, supported or extra care housing, will be supported where the development:~~

- ~~a. is in a sustainable location with access to public transport, shops, community facilities and services suitable to the identified occupant group;~~
- ~~b. is of a suitable standard for its prospective residents, including wheelchair accessibility, external amenity space, appropriate communal facilities and levels of support/care;~~
- ~~c. has suitable access for ambulances and/or minibuses;~~
- ~~d. would result in a mixed and balanced community and the scale of the use would not be detrimental to service provision;~~
- ~~e. would meet an identified borough need; and~~
- ~~f. would not result in the loss of permanent self-contained accommodation other than in exceptional circumstances.~~

~~The loss of specialist or supported accommodation will only be acceptable where:~~

- ~~g. it is demonstrated that there is no longer a borough need for the type of accommodation or the needs of residents can be better met by other existing accommodation; or~~
- ~~h. the existing accommodation is unsatisfactory and cannot be improved to achieve current standards for this type of accommodation.~~

~~Where the loss of the use is acceptable another priority housing need would be the appropriate replacement use.~~

2015 Draft DMP DPD Policy

Addressed in DMP 20 Accommodation with Shared Facilities or additional support

Reason for Change

For the sake of brevity it is recommended that 2014 draft policies DMP41, DMP42 and

DMP43 are essentially amalgamated as they deal with communal/non-standard residential accommodation and contained criteria that largely were replicated in each policy. The commentary for 2014 draft DMP 41 applies with the exception of DMP43 criteria c). Criteria c) is recommended to be omitted from 2015 draft DMP20 as parking and servicing is dealt with in proposed 2015 draft DMP12 Parking.

2014 Draft DMP DPD Policy

DMP 44 Loss of Social Infrastructure

Loss of social infrastructure, including redundant premises and land, will only be acceptable in exceptional circumstances where:

- a. a replacement facility of at least equivalent quality and quantity is provided on the site or at a suitable alternative location; or
- b. it can be demonstrated there is no longer a need for the social infrastructure facility. Where this is the case, evidence will be required to show that the loss would not create, or add to, a shortfall in provision for the specific community use and demonstrate that there is no demand for any other suitable social infrastructure on the site.

Where the loss of social infrastructure is acceptable, the council's preferred new use will be affordable housing.

2015 Draft DMP DPD Policy

DMP 21 Public Houses

The Council will only support the loss of public houses where:

- a. if registered as an Asset of Community Value the premises can be shown to have been offered for sale to local community groups and no credible offer has been received from such a group at a price that is reflective of condition of the building and its future use as a public house;
- b. its continued use is not economically viable;
- c. the proposed alternative use will not detrimentally affect the vitality of the area and retain as much of the building's defining external fabric and appearance as a pub as possible; and
- d. the proposal does not constitute the loss of a service of particular value to the local community.

Reason for Change

It is recommended to delete policy DMP 44 as this policy is sufficiently addressed in London Plan Policy 3.16 Protection and Enhancement of Social Infrastructure and Brent Core Strategy CP23 Protection of existing and provision of new Community and Cultural Facilities. DMP21 Public Houses is recommended for incorporation in the Plan to address representations made about a lack of pub retention specific policy and in acknowledgement of the increasing pressure on the boroughs public houses from housing development.

2014 Draft DMP DPD Policy

DMP 45 Location and Design of Social Infrastructure

New social infrastructure should be located in the first instance in town centres or, if no suitable sites are available, on the edge of centres. Where there are no suitable sites in these areas, then sites with good or very good public transport, which are easily and safely accessible by cycling and walking, are acceptable.

Alternatively, public transport accessibility should be raised to a suitable level. Proposals for community facilities serving local catchments may be located within residential areas outside centres, subject to the protection of neighbourhood amenity.

New social infrastructure, including extensions to existing infrastructure and facilities, must:

- a. provide buildings that are inclusive, accessible, where relevant flexible and which provide design and space standards which meet the needs of intended occupants;
- b. have an acceptable transport impact;
- c. be sited to maximise shared use of the facility, particularly for recreational and community uses;

| |
|---|
| and |
| d. complement existing uses and the character of the area, and avoid adverse impacts on the amenity of surrounding uses. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| It is recommended to delete policy DMP 44 as this policy is sufficiently addressed in London Plan Policy 3.16 Protection and Enhancement of Social Infrastructure and Brent Core Strategy CP23 Protection of existing and provision of new Community and Cultural Facilities, plus 2015 draft DMP1. |

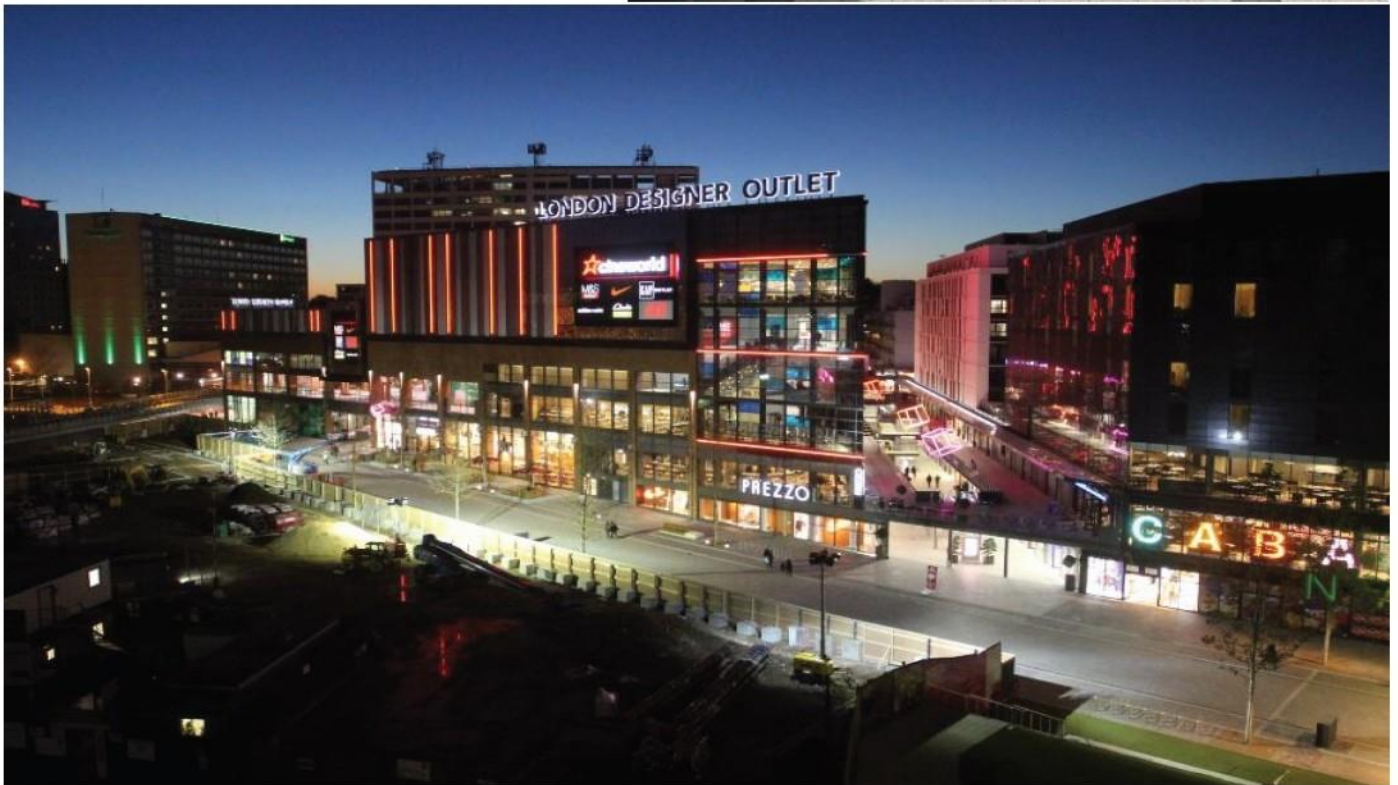
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| 2014 Draft DMP DPD Policy |
| DMP 46 Schools |
| The council will support the development of schools, or extensions to existing schools, where: |
| a. the proposal will meet a need for additional school places within the borough. |
| b. the location of schools outside of site allocations will not result in unacceptable transport impacts and will be subject to measures to reduce car use. |
| c. design and layout meet the relevant Department for Education standards. |
| d. buildings are sited to maximise the shared community use of premises and associated facilities. |
| Development will be permitted which complements the educational functions of the school, does not prejudice any future necessary expansion of the school and, where appropriate, allows the dual use of school facilities. |
| Proposals for non-educational use on parts of schools sites, which would result in those sites falling below Department for Education standards, will be refused. The dual use of education open space will be promoted, particularly where there is a deficiency of public open space. |
| Any planning permission granted for temporary classrooms will be time limited. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| It is recommended to delete DMP46. New school permitted development rights issued in 2015 remove the need for planning permission for many types of new schools/nurseries on non-existing school sites. Where required London Plan Policy 3.18 Education Facilities, plus other policies such as recommended 2015 draft DMP1 and DMP12 Parking address the policy criteria of 2014 draft DMP46. |

| |
|---|
| 2014 Draft DMP DPD Policy |
| DMP 47 Playing Pitches |
| Development on playing pitches, or of ancillary facilities and land, will only be allowed in exceptional circumstances where:- |
| a. the development is ancillary to the principal use of the site as a playing field or playing fields, and does not affect the quantity or quality of pitches or adversely affect their use; or |
| b. the development affects only land incapable of forming, or forming part of, a playing pitch, and does not result in the loss of, or inability to make use of any playing pitch (including the maintenance of adequate safety margins), a reduction in the size of the playing area of any playing pitch or the loss of any other sporting / ancillary facility on the site; or |
| c. the playing field or playing fields which would be lost as a result of the proposed development would be replaced by a playing field or playing fields of an equivalent or better quality and of equivalent or greater quantity, in a suitable location and subject to equivalent or better management arrangements, prior to the commencement of the development; or |
| d. the proposed development is for an indoor or outdoor sports facility, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss of the playing field or playing fields. |

| |
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| Where possible, the multi-use of sport and recreation facilities will be encouraged. |
| 2015 Draft DMP DPD Policy |
| None. The policy is recommended for removal. |
| Reason for Change |
| It is recommended to delete policy DMP 47 as this policy is sufficiently addressed in London Plan Policy 3.19 Sports Facilities. |

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LONDON BOROUGH OF BRENT LOCAL PLAN DRAFT DEVELOPMENT MANAGEMENT POLICIES



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Foreword

This document has been produced as part of the on-going process of replacing the Unitary Development Plan. It includes the Council's Development Management Policies which are necessary for determining planning applications in the borough. This document reflects Brent's Core Strategy which aims for Brent to be a great place, a borough of opportunity and an inclusive borough.

At Brent we are committed to providing a high quality and responsive Planning Service. This includes full community involvement in the preparation of important development plan documents. These contribute to delivering the aims and objectives of Brent's Community Strategy.

I hope you will take this opportunity to participate in the process of drawing up the new plan. If we are to shape the borough the way you want to see it then we need to hear from you. Please tell us what you think.



Councillor Margaret McLennan, Brent's Lead Member for Housing and Development

HOW TO GIVE YOUR VIEWS

The Development Management Policies Publication Stage Document is published for comments on its soundness. Further copies of this document can be downloaded from the Brent Council website at www.brent.gov.uk/dmp.

Make your comments by the following ways:

- Online via the interactive web version of this document at www.brent.gov.uk/dmp
- By email to ldf@brent.gov.uk
- In writing addressed to:

Planning Policy and Projects Team

Planning and Regeneration

London Borough of Brent

Brent Civic Centre

Engineers Way

Wembley, Middlesex

HA9 0FJ

Please reference your comments to the relevant policy or paragraph of the document.

All comments must be received by **xx xxx 2015**.

Any representations made in relation to this document will be made available to the public.

For any further information regarding this document please contact the Planning Service on the address provided above or by calling 020 8937 5230.

Development Management Policies Publication Stage

1 Introduction

Purpose of the Development Management Policies Document

1.1 This Development Management Policies document. It sets out the Council's policies which along with other policies within the Development Plan will be used for the determination of planning applications for development in the borough. It will complete Brent's new Local Plan (previously known as the Local Development Framework), and will replace Brent's remaining saved UDP policies.

1.2 The Council is required to prepare the Local Plan by the Planning and Compulsory Purchase Act 2004 (as amended). The Local Plan is made up of a number of documents. This includes this Development Management Policies document, as well as the Core Strategy, Site Specific Allocations Development Plan Document, the Wembley Area Action Plan and the joint West London Waste Plan. The Local Plan will also be supplemented by more detailed guidance in the form of Supplementary Planning Documents. The documents that make up the Local Plan are illustrated in Figure 1. Alongside the London Plan these documents provide the planning framework for the borough, guiding change to 2029 and beyond.

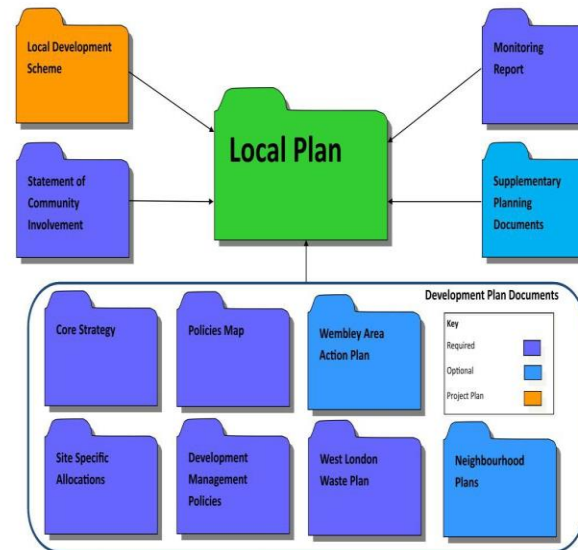


Figure 1 : Documents that form the Local Plan

The Process so Far

1.3 This document reflects, and builds upon, a consultation stage in June 2007 which proposed some preferred options for policy at that time. Due to significant changes in the planning system since 2007, including the publication of the National Planning Policy Framework (NPPF) in 2012, and the new challenges and opportunities for Brent, it was

necessary to undertake a further consultation on revised policies between June and July 2014.

1.4 There is now an opportunity to comment on the publication version of the Plan before it is submitted for Examination by an independent Planning Inspector. At this stage comments should relate to whether you consider that the Plan is 'sound'. To be 'sound' a plan should be positively prepared, justified, effective and consistent with national policy.

Structure of the Development Management Policies

1.5 The draft policies and their supporting text are set out on a topic basis. They relate to the objectives and strategic policies included in the Core Strategy and the London Plan. Each chapter includes a brief introduction setting out the purpose of the development management policy, and the role it plays in responding to and building on the Core Strategy and London Plan. Where a locally specific policy is not required, relevant policy in the NPPF, London Plan and Core Strategy is cross-referenced.

DMP X

Policy Name

Policy text is shown in a purple box. Each policy has a reference number beginning DMP. The policy generally sets out one or more key development management principles along with any supporting criteria that are required.

submitted as part of a planning application in order to show how the proposal addresses policy requirements. Key information *is shown in italics*.

Evidence Base

Relevant evidence base documents are highlighted at the end of each chapter in a pink box.

Page 185

National & London Plan

Green boxes highlight related national and London Plan policy and guidance.

1.7 Chapter 11 'Delivery and Monitoring' shows the relationship between the objectives and policies and includes a set of indicators by which progress towards meeting the objectives is to be assessed.

Brent Council

Orange boxes highlight related local policy and guidance.

1.6 Policy and guidance is followed by explanatory text, providing more information on how policy will be applied and explaining any technical terms. This text sets out any supporting material that should generally be

Development Management Policies Publication Stage

2 General Development Management Policy

2.1 The Council has a positive attitude towards development and the potential benefits that it can provide to residents, businesses and visitors. Brent seeks to support the presumption in favour of sustainable development within the NPPF and Development Plan documents consistent with this including the London Plan and Brent Core Strategy. To reduce the potential for repetition within policies within the Brent Local Plan a General Development Management Policy is included. This also gives a broad overview of issues that developments should address and seek to satisfactorily resolve prior to a planning application being submitted and subsequently being approved.

DMP 1

Development Management General Policy

Subject to other policies within the development plan, development will be acceptable provided it is:

- a. of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality;
- b. satisfactory in terms of means of access for all, parking, manoeuvring, servicing and does not have an adverse impact on the movement network;
- c. provided with the necessary physical and social infrastructure;
- d. preserving or enhancing the significance of heritage assets and their settings;
- e. maintaining or enhancing sites of ecological importance;
- f. safe, secure and reduces the potential for crime;
- g. not unacceptably increasing exposure to flood risk, noise, dust, contamination, smells, waste, air quality, light, other forms of pollution and general disturbance;
- h. retaining existing blue and green infrastructure including water ways, open space, high amenity trees and landscape features or providing

appropriate additions or enhancements; and

- i. resulting in no loss of community facilities or other land/buildings for which there is an identified need.

2.2 In considering the appropriateness of developments a number of factors as outlined in the policy may be applicable, whilst for some, relatively few will apply. A number of the criteria are inter-related. For each criterion there is also likely to be more specific policy considerations in the NPPF and associated Planning Practice Guidance, the London Plan and the Brent Local Plan and associated Supplementary Planning Documents.

2.3 Where approved, the impact of the majority of developments is likely to be controlled through approving a set of plans, along with a limited number of associated conditions. For larger scale developments the number of conditions is likely to be larger with potential additional information needing to be supplied prior to commencement or occupation of the development. In a small number of cases legal agreements between the developer and the Council (and others) might be required

to ensure that certain actions or payments are undertaken to ensure that a development is acceptable.

2.4 Some uses have specific policy that prioritises their direction towards certain locations, e.g. main town centre uses within town centres; others in principle might be appropriate in a wider variety of locations, e.g. residential. Whilst an individual development of a particular use might be acceptable, a concentration of the same or similar uses might not be, for example if giving rise to potential increases in anti-social behaviour, or exacerbating an adverse environmental issue.

2.5 In relation to the siting, layout, scale, type, density, materials, detailing and design of a development, the surroundings of the site will be an important consideration and in particular, the quality of the development and how it would relate to existing buildings and spaces together with its impact on neighbouring occupiers. In areas with a set of consistent characteristics that create a sense of place this does not necessarily mean a slavish reproduction of existing styles or architecture. Modern interpretations based on a demonstrable appreciation of local context can add variety and interest to complement rather

than detract from the attributes of recognised high quality areas. For those in the development and neighbours it is important that the development creates a high quality environment, addressing issues like spaces between buildings, privacy, outlook, daylighting, shadowing, micro-climates and amenity space.

2.6 The accessibility of a development is a fundamental component of its success. From an equalities perspective development should be as accessible as possible to individuals whatever their characteristics. In addition movements by walking, cycling and public transport should be maximised and functioning of existing movement networks not undermined. Where buildings need to be served by parking and require accessibility for servicing this needs to be fit for purpose in terms of amount and layout.

2.7 Development will be expected to provide any associated infrastructure required to make it accessible from a planning perspective. This includes elements such as on of off-site physical infrastructure for example transport improvements or surface water drainage or social infrastructure such as additional capacity in schools or health practices.

2.8 Heritage assets include a wide variety of statutorily designated and non-designated features. Some are protected by law and cannot be materially altered without consent, e.g. listed buildings and scheduled monuments. This statutory protection also places a legal duty on the Council to seek to preserve or enhance the significant of such assets and their settings. As such development affecting a heritage asset will be required to show that it seeks to preserve or enhance its significance and its setting.

2.9 Similarly with ecological sites, some have statutory designations, e.g. Sites of Special Scientific Interest whilst for ecology in general other legislation statutorily protects flora and fauna such as bats and nesting birds. The emphasis is on protecting and ideally enhancing these types of features. Extensive archaeological priority areas of Brent are identified and similarly in such areas developments should seek to identify potential assets and avoid their harm.

2.10 Developments should be safe and not expose users or those in neighbouring areas to an unacceptable risk of danger. In seeking to limit the potential for crime the preference is through good design related to factors such as

Development Management Policies Publication Stage

the layout, use, building orientation and materials, as well as security deterrents such as locks, fences, alarms and CCTV.

2.11 Developments should ensure that they do not create unacceptable exposure to adverse environmental factors to users/occupiers and those in surrounding areas. National policy seeks to steer development away from areas of flood risk (from rivers and others sources), unless exceptions can be justified. Developments should also control water output to ensure flood risk to other areas is not unacceptably increased. Similarly, this approach applies to a range of other potential environmental factors which will have to be controlled by, for example, location away from receptors, or physical measures to bring potential impacts to acceptable levels. In the case of a takeaway introduced into a shopping parade with residential properties above, this could require filters and positioning of extraction fans/flues to reduce the impact of noise, smells and diminished air quality, whilst limits on opening hours might be required to regulate general disturbance from patrons at night.

2.12 Environmental assets such as blue and green infrastructure enhance the appearance, quality and bio-diversity of Brent, provide a

recreational resource, improve air quality and reduce the potential impacts of climate change. As such wherever possible and in particular where they are of high quality they should be retained. In addition to this developments are encouraged to take every opportunity to provide additional features or where adjacent provide extensions to or enhance the setting of such features.

2.13 Brent's predicted increase in population size, along with its continuing trend for increased diversity will put pressure on the capacity of supporting community facilities. This allied to the need to provide new homes and employment opportunities means that community facilities which have a low value may be under-pressure for redevelopment for higher value uses. Communities have the potential to identify Assets of Community Value, in addition to this in Brent emphasis will be placed on ensuring that such community facilities are not lost where they meet or could meet a potential need.

3 Town Centres

3.1 This chapter seeks to ensure Brent's town centres provide customer choice and a diverse retail offer as required by the NPPF and London Plan. It builds on Core Strategy Policy 16 which establishes the town centre hierarchy, by providing detailed guidance to support the development of strong town centres. It also updates the hierarchy to include Church End as a local centre due to its function and scale.

Supporting Strong Centres

3.2 Policy DMP 2 'Supporting Strong Centres' seeks to ensure Brent's town centres provide customer choice and a diverse retail offer as required by the NPPF and London Plan. It sets a locally appropriate threshold for retail impact assessments.

DMP 2

Supporting Strong Centres

Design

Proposals for shop fronts and forecourts will be required to retain shop fronts of architectural or historic merit, demonstrate a high quality of design, complementing the building and adjoining properties. Forecourt trading will be permitted where it does not cause an obstruction to pedestrians or nuisance to neighbouring residential occupiers.

Diversity of uses

Non-A1 or A2 uses will be permitted within town centres where:

- it would not reduce the proportion of frontage in A1 and A2 use to less than 65% of the primary frontage; or
- if vacancy rates exceed 10% of primary frontage it would not reduce the proportion of frontage in A1 and A2 use to less than 50%; and
- the proposal provides, or maintains, an active frontage.

Unviable secondary frontage on the periphery of town centres will be acceptable for residential development.

Retail Impact Assessments

Proposals involving 500 sqm gross retail floorspace or above, which are outside of town centres and do not accord with the Local Plan, should be accompanied by a Retail Impact Assessment.

Meanwhile Uses

The use of vacant sites or buildings for occupation by temporary uses that will benefit a town centre's viability and vitality will be permitted.

National & London Plan

[2.15: Town Centres](#)

[Town Centre Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP 16: Town Centres and the Sequential Approach to Development](#)

Emerging Brent Shopfront Supplementary Planning Document

Development Management Policies Publication Stage

3.3 The policy approach will also be applied in assessing permitted development prior approval applications for retail to residential and retail to a restaurant or café. *The proportion of frontage is to be calculated based on the length of the primary frontage in metres in the centre as a whole.*

3.4 Main town centre uses, as defined in the NPPF, will be considered acceptable in designated frontage subject to meeting other policy requirements. As an exception the conversion of peripheral secondary frontage to residential development will be permitted where this will not impact on the vitality and viability of the town centre.

3.5 Frontage will be considered peripheral where it is outside of the primary shopping area (primary and adjoining or closely related secondary frontage) and its conversion would not result in residential development between frontage in main town centre use.

3.6 Developers will be required to demonstrate that the frontage is unviable by providing evidence that the unit has been vacant for a year despite an active marketing campaign, or that vacancy levels are such that uses could reasonably be relocated elsewhere in the centre. Marketing must be through a

commercial agent at a price that genuinely reflects the market value in relation to use, condition, quality and location of floorspace. A professional valuation of the asking price and/or rent will be required from at least three agents to confirm that this is reasonable.

3.7 A 'meanwhile use' is the temporary use of vacant buildings or land for a socially beneficial purpose until such a time that they can be brought back into commercial use again. A 'meanwhile use' is not the same as a normal temporary lease or license because it recognises that the search for a commercial use is ongoing.

Non-Retail Uses

3.8 To ensure there is not an over-concentration of particular uses within any single length of frontage the policy seeks to prevent adult gaming centres, pawnbrokers, betting shops and takeaways locating in close proximity to a unit in the same use.

3.9 The NPPF states planning policy is to take account of and support local strategies to improve health, social and cultural wellbeing. Local studies have found that takeaways and shisha cafés are impacting negatively on the health of Brent residents, particularly young people. Accordingly, to support local health

strategies, this policy sets a limit on the proximity of these uses to secondary schools and further education establishments.

DMP 3

Non-Retail Uses

Betting Shops, Adult Gaming Centres and Pawnbrokers

Betting shops, adult gaming centres and pawnbrokers will be permitted where it will result in:-

- no more than 4% of the town or neighbourhood centre frontage consisting of betting shops;
- no more than 3% of the town or neighbourhood centre frontage consisting of adult gaming centres or pawnbrokers/payday loan shops;
- a minimum of 4 units in an alternative use in-between.

Takeaways

Subject to other policies within the development plan, takeaways will be approved except where it would result in:-

- an A5 use within 400 metres of a secondary school or further education establishment;
- more than 6% of the units within a town or neighbourhood centre frontage in A5 uses;
- less than two non-A5 units between takeaways; or
- on-street parking in front of the premises creating highway safety problems.

Policy WEM 26 in the Wembley Area Action Plan applies to takeaways in Wembley and Wembley Park centre.

Shisha Cafés

Shisha Cafés will only be permitted outside 400 metres of a secondary school or further education establishment.

3.10 Brent's town centre health checks indicate in the borough pawnbrokers often also provide a payday loan service, and these uses are often indistinguishable from each other, therefore for the purposes of this policy the term pawnbrokers is inclusive of payday loan companies.

3.11 Further education establishments are those which deliver post-compulsory education for people over 16. The hot food takeaway policy applies to all town centres with the exception of Wembley and Wembley Park, which are covered by policy WEM 26 in the Wembley Area Action Plan.

Neighbourhood Centres and Isolated Shop Units

3.12 Outside of town centres, neighbourhood centres and isolated shop units provide convenient access to goods and services which are needed on a day to day basis. To promote sustainable communities the loss of retail and services will be resisted in under-served areas.

DMP 4

Neighbourhood Centres and Isolated Shop Units

Loss of A1, A2, or A3 uses in neighbourhood centres or isolated shop units outside designated town centres will be permitted where the centre or unit:

- a. is within 400 metres of equivalent alternative provision;

- b. is unviable; or
- c. the proposal will provide a community facility for which there is a demonstrable need.

Where permitted sympathetic retention of any existing shop front will be required unless a high quality alternative more sympathetic to the building's qualities or street scene will be delivered.

3.13 In determining applications for planning permission and retail to residential permitted development prior approval, development resulting in the loss of local retail and service provision will not be permitted unless there is alternative equivalent provision within 400 metres. This is considered a reasonable walking distance (5 minutes for the average person) to access convenience shopping and local services. Provision will be considered equivalent where it provides a similar offer which meets the same need, such as the need for fresh food or a financial service. Marketing evidence will be required demonstrating an active marketing campaign for a continuous period of at least a year whilst the premises were vacant or in 'meanwhile use', which has shown to be unsuccessful. This approach will also be applied in assessing applications for

Development Management Policies Publication Stage

retail to residential permitted development prior approval. A change of use to a community facility such as a community centre will be permitted where it can be demonstrated there is a need for such provision. Demonstration of need must include evidence of consultation with service providers and the local community and an audit of existing provision within the local area.

3.14 Where a loss of retail or local service is allowed, the most appropriate alternative use would be housing. In considering applications for alternative uses, particular regard will be given to the possible effect on the amenity of adjoining residential properties. The Council's Shopfront SPD provides further guidance on sympathetically converting shops to residential units.

Markets and Carboot Sales

3.15 Markets can make an important contribution to the vitality of town centres and therefore are to be retained and enhanced. However, if poorly designed or managed, markets and carboot sales can cause harm to surrounding areas. This policy establishes the factors the Council will consider when determining an application for such uses.

DMP 5

Markets and Carboot Sales

The Council will protect and promote markets by:

- a. resisting the permanent loss of existing retail market sites unless comparable provision is made or there is no demand for continued market use;
- b. supporting the improvement of existing retail markets, including storage and preparation space for traders to meet public health requirements; and
- c. giving favourable consideration to proposals for new markets in town centres which help diversify provision.

Planning permission for new markets and carboot sales will be subject to a Management Plan being agreed by the Council.

3.16 Applications for markets and carboot sales must be accompanied by site layout plans and Management Plans. For carboot

sales the layout plan should indicate vehicle trading areas, maximum number of vehicles, spacing and aisle widths. Management Plans must include details of time and duration of the sale, arrangements for marshaling access, parking, servicing, safety measures and signage, with arrangements for the display and/or collection of sellers' details.

3.17 Management Plans for the operation of such sales should satisfactorily address the following considerations:

- a. The proposal should include adequate arrangements for the storage and/or collection of waste during the sales, as well as its disposal afterwards;
- b. The scale of activity, in terms of the number of pitches, is not excessive in relation to the scale of the centre;
- c. Any additional traffic generated by the sales would not cause unacceptable impact on the existing road network nor constitute a safety hazard;
- d. The access and parking arrangements for both trading and customer vehicles would not cause noise disturbance to nearby residents at unsociable hours; and
- e. In the case of carboot sales that provision for the parking of all trading vehicles is made on-site.

3.18 Any permission granted for carboot sales would be for a limited period only (normally 18 months) and subject to a condition waiving an appropriate proportion of permitted development rights on the cessation of the planning permission. In all cases, permission will be made personal to a named person or persons, to ensure the responsibility and arrangements for the operation of the sale do not change without the knowledge and express consent of the planning authority.

3.19 In addition to planning controls, the Council manages proposals for new markets through its role in determining applications for street trading licenses.

Visitor Accommodation and Attractions

3.20 Core Strategy Policy CP 23 provides guidance on protecting existing cultural facilities, whilst the Wembley Area Action Plan encourages leisure, tourism and cultural uses within the Wembley Strategic Cultural Area. In accordance with London Plan policy 4.5 this chapter includes detailed policy to ensure visitor accommodation provides inclusive access, and is not occupied by permanent residents.

DMP 6

Visitor Accommodation and Attractions

Visitor accommodation and attractions will be encouraged in Wembley Strategic Cultural Area and in town centres in accordance with the sequential approach, and permitted when not compromising the supply of land for new homes on allocated housing sites and the Council's ability to meet its housing targets.

Proposals for hotel development must be inclusive and accessible and are to be accompanied by Accessibility Management Plans.

Conditions will be applied to ensure visitor accommodation is not occupied by permanent residents.

National & London Plan

[4.5: London's Visitor Infrastructure](#)

[Town Centre Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP 23: Protection of existing and provision of new Community and Cultural Facilities](#)

3.21 In addition to hotels visitor accommodation includes aparthotels, guesthouses, bed and breakfast accommodation, self-catering facilities and youth hostels. Conditions will be applied to ensure visitor accommodation is managed appropriately as short term accommodation and rooms are not occupied for periods of 90 days or more. It will be relevant to apply conditions to premises such as aparthotels, self-catering facilities and youth hostels to ensure they are not occupied on a more permanent basis.

3.22 Design and Access Statements are to be sufficiently detailed to demonstrate that inclusive access is integral to the design and, in the case of hotels, an adequate choice of accessible room types is provided to all customers. Applications for hotel development are required to be accompanied by an Accessibility Management Plan (AMP) to demonstrate that the management and

Development Management Policies Publication Stage

operation of accessible rooms is considered from the outset of the design. An AMP is distinct from a Design and Access Statement as its purpose is to ensure accessibility and inclusion are monitored and maintained throughout the life of the development. Both are to be prepared to be in keeping with the criteria set out in the Mayor's Town Centres SPG.

Evidence Base

Brent Young Persons Cigarette and Shisha Audit (2012), London Borough of Brent and NHS Brent

Retail Impact Assessments Background Report (2013), London Borough of Brent

A Fair Deal: Betting Shops, Adult Gaming Centres and Pawnbrokers in Brent (2013), London Borough of Brent

Takeaway Policy Background Report (2013), London Borough of Brent

Town Centre Background Report (2015), London Borough of Brent

4 Built Environment

4.1 The London Borough of Brent forms part of London's urban/suburban fringe. The River Brent, which gives the borough its name, provides a natural division between Willesden (mostly built up by the end of the 19 Century) and the uplands of Wembley and Kingsbury (only made suburban between the wars). The areas on either side of the river are now quite distinct in architecture. Typical of much of London there is a multi-centred structure from amalgamated villages. Main roads well-defined by densely developed frontages link the centres to each other and the wider north/west London area.

4.2 Brent's development has tended to reflect its accessibility from London. The British Rail lines and the Metropolitan Railway enabled suburban 'Metroland' development. This was boosted by the British Empire Exhibition in Wembley Park in 1924/25. Much of the architecture of Brent reflects the styles of these times. This has been added to by new cultural groups who have introduced new architectural styles, an example of which is the Swaminarayan temple in Neasden.

4.3 Within Brent the scale of development associated with meeting housing, employment, social infrastructure needs means there are undoubtedly the opportunities to create new and distinctive areas. However, there is also a necessity to respect the characteristics of those high quality areas that exist and where possible supplement positive attributes such as landscape features.

Achieving Design Quality

4.4 A challenge for Brent is to ensure that all development is of a high design quality. This is consistent with the Brent Core Strategy and London Plan aim of delivering sustainable places as a key aspect of sustainable development. The Core Strategy sets out Brent's strategic approach in areas where identified high levels of growth are anticipated and in seeking to protect Brent's distinctive character from inappropriate development. Outside these areas a high standard of design of buildings and spaces will need to be achieved. This will be through the incorporation of effective urban design measures and the introduction of landscape improvements and enhanced biodiversity.

4.5 London Plan policies provide both strategic and decision making criteria against which proposals affecting the built environment

will be measured. Additional documents such as the Housing SPG add further detail which applicants will need to address.

National & London Plan

[7.3: Designing out Crime](#)

[7.4: Local Character](#)

[7.5: Public Realm](#)

[7.6: Architecture](#)

[7.7: Location and Design of Tall and Large Buildings](#)

Brent Council

[Core Strategy Policy CP 5: Placemaking](#)

[Core Strategy Policy CP 6: Design and Density in Place Shaping](#)

[Core Strategy Policy CP 17: Protecting and Enhancing the Suburban Character of Brent](#)

Development Management Policies Publication Stage

Emerging Residential Extensions
Supplementary Planning Document

Emerging Designing Brent Supplementary
Planning Document

4.6 Brent uses Design Review panels to support the achievement of high quality design. These provide independent and constructive advice to inform design and decision making. In addition the Council's emerging Residential Extensions SPD and 17 Designing Brent SPD provide more detailed guidance on locally specific design matters.

Inclusive and Accessible Design

4.7 The London Plan highlights the need for developments to be designed and located to be inclusive and accessible. This is further supported by the concepts of Lifetime Neighbourhoods and the Mayor's SPG: Accessible London: Achieving an Inclusive Environment.

National & London Plan

[7.2: An Inclusive Environment](#)

[Easy Access to Historic Buildings,
English
Heritage](#)

[Easy Access to Historic Landscapes,
English Heritage](#)

4.8 Consideration must be given to access at the start of the design process of new developments. It needs to ensure that public buildings and spaces are fully accessible in their location, physical design and in terms of overall legibility. Design & Access statements are the appropriate place in an application submission to demonstrate how this is achieved by a proposal and how it will continue to be managed.

4.9 For heritage assets such as listed buildings, conservation areas and historic parks and gardens access requirements of people with restricted mobility will have to be balanced against impacts of changes. Guidance by Historic England (formerly known as English Heritage) gives helpful advice on how to sensitively deal with this issue.

Landscaping and Trees

4.10 The London Plan supports and promotes urban greening. An element of urban

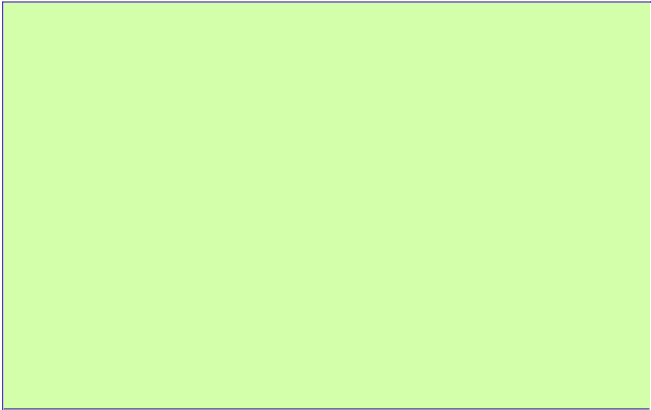
greening is sought from all new development

including extensions and alterations as well as developments affecting public spaces. It seeks a range of site specific appropriate solutions including tree planting, green roofs and walls, soft landscaping, gardens, communal open areas, spaces between buildings and wildlife habitats. Aligned with the promotion of additional greening is the retention of existing trees of value, replacement of any trees lost and additional trees where possible.

National & London Plan

- [2.18: Green infrastructure: the multi-functional network of green and open spaces](#)
- [5.10: Urban greening](#)
- [7.21: Trees and woodlands](#)

4.11 These policies are applicable to all landscaping proposals included through development. The Council will place emphasis on designs which reflect and enhance the proposed use of the building or space and the needs of its users, the natural character of the locality and surrounding buildings. This will



include soft landscaped frontages, boundary treatments and the retention/reinstatement of features of landscape character.

4.12 As well as trees, mature shrubs and hedges that make a significant contribution to the streetscape should be kept. This will require appropriate space and conditions to allow their long term health to be maintained. Detailed specification for new planting, promoting native species, and including like for like or a higher quality of replacement trees will be sought in support of applications. In addition, a coordinated and appropriate approach to landscape, surfaces and outdoor furniture to provide an amenable, safe and attractive landscape will be required.

4.13 If a scheme is unable to make sufficient landscape improvements within its own land then the Council will seek planning obligations to provide enhanced off site provision, for example, street trees, where necessary to make the scheme acceptable in planning terms.

Public Realm

4.14 The 'public realm', as distinct from the private domain, refers to all the physically and visually accessible space such as; forecourts, streets, pavements, squares, parks, open

spaces and the facades of the buildings, or other structures, that define them. It is, as the main setting for human interaction, arguably, the most important part of the built-environment.

4.15 London Plan policy 7.5 addresses public realm. A high quality of design and materials will be required for the public realm. Consistent with the approach to landscaping, the design and provision of all elements, including hard and soft landscaping, lighting, furniture and public art, should be coordinated and well located, to make a positive contribution, avoid unnecessary clutter, and ensure a safe, informative and attractive environment.

National & London Plan

[7.5: Public Realm](#)

Brent Council

[Brent Placemaking Guide](#)

Advertisements

4.16 Some advertisements benefit from deemed consent. This means that advertisement consent from the Local Planning Authority is not required. NPPG provides advice on when this is the case and the grounds on the acceptability of advertisements should be determined on the criteria of amenity and public safety.

4.17 For shop advertisements and signs the Shopfront SPD provides additional advice on what the Council is likely to regard as acceptable.

National & London Plan

[National Planning Policy Framework \(2012\), Paragraph 67](#)

[National Planning Practice Guide: Advertisements](#)

Brent Council

Emerging Brent Shopfront Supplementary Planning Document

Development Management Policies Publication Stage

Telecommunications

4.18 Telecommunications are an essential component of modern economic infrastructure and their design and siting can impact on the public realm. Some telecommunications equipment will not require planning permission. Where permission is required proposals will be considered against national policy and advice. This seeks to reduce adverse impact by limiting the number of new masts, promoting sympathetic design and using camouflage where appropriate. It also seeks to address safety aspects through ensuring exposure to radiation is within guidelines and that interference with other forms of communication does not occur.

National & London Plan

[National Planning Policy Framework \(2012\), Paragraphs 42-46](#)

Brent's Heritage Assets

4.19 Brent's heritage assets make a substantial contribution to the borough's local character and distinctiveness. They are a unique and irreplaceable resource which justifies protection, conservation and

enhancement in a manner appropriate to their significance. The Council recognises and identifies both designated and non-designated assets through the plan-making or planning application process. It is acknowledged that they hold value to society at many levels and identification allows protection and consideration in planning decisions.

4.20 Brent's statutory listed buildings, conservation areas and registered parks and gardens are all designated heritage assets. Its locally listed buildings, areas of distinctive residential character, sites of archaeological importance and archaeological priority areas are non-designated heritage assets. Non-designated heritage assets include buildings, structures, monuments, earthworks, street furniture, sculpture, shopfronts, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decision stage.

4.21 The purpose of this policy is to provide greater clarity on the specific additional requirements applicable in Brent taking account of existing NPPF, NPPG, London Plan and Brent Core Strategy policies.

DMP 7

Brent's Heritage Assets

Proposals for or concerning heritage assets should:

- a. demonstrate a clear understanding of the architectural or historic significance and its wider context;
- b. provide a detailed analysis and justification of the potential impact of the development on the heritage asset and its context as well as any public benefit;
- c. retain buildings, structures, architectural features, hard landscaping and spaces, where the loss of which would cause harm;
- d. sustain and enhance the significance of the heritage asset, its curtilage and setting, taking account of streetscene, views, vistas, street patterns, plot and planform;
- e. contribute to local distinctiveness, built form, character and scale of heritage assets by good quality contextual design and the use of appropriate materials and expertise

National & London Plan[7.8: Heritage Assets and Archaeology](#)[7.9: Heritage-led regeneration](#)[Historic England Guidance](#)[Greater London Archaeology Advisory Service](#)

setting. However, its archaeological discoveries from early prehistory are scarce, because sites have been built over and there are limited places where archaeologists can now investigate. Archaeological exploration suggests that there were settlements in the area during the Palaeolithic, Mesolithic and Neolithic periods (800,000 years ago to 2500 BC).

4.23 Heritage assets are valued by the public as established and tangible evidence of the past culture, providing a sense of permanence and belonging. Once lost or detrimentally altered, heritage assets cannot easily be reinstated and it is important that the most valuable are not needlessly or inadvertently destroyed. Policy DMP 7 'Brent's Heritage Assets', therefore, specifically provides for the best examples of Brent's heritage to be sustained and seeks to ensure that the case for conservation and enhancement is fully considered when assessing all proposals for new development. There must also be potential for further investigation on sites and buildings where significance may hitherto be acknowledged and as archaeological sites become available.

4.24 The Council supports and recognises that change is necessary, but change needs to be managed in a way which does not compromise heritage significance and exploits opportunities for enhancement. Any proposal must have special regard to the desirability of preserving a heritage asset or its setting or any features of special architectural or historic interest which it possesses. When granting consent, special regard will be given to matters of detailed design, especially within main frontages, prominent elevations and roofs, and to the nature, quality and type of materials proposed to be used.

4.25 When considering any planning application (including demolition) that affects a conservation area the Council will require the retention of all buildings and structures which make a positive contribution to the significance of a conservation area. Similarly new proposals must pay special attention to the desirability of sustaining or enhancing the character or appearance of that area. This can be achieved either by a positive contribution to preservation or by development which leaves character or appearance unharmed, that is to say sustained. Development located within, adjacent to, or otherwise affecting the setting of a conservation

4.22 Brent's heritage assets include a wide range of architectural styles from Victorian Italianate, Gothic Revival, suburban 'Arts & Crafts', 'Tudorbethan', 'Old World', Modern and Brutalist as well as planned 'village' settlements. Furthermore, its formal public gardens, cemeteries together with the trees and gardens in the 20th century residential developments have matured contributing to

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area, will be permitted where the visual and functional impact of the proposals can be demonstrated to preserve or enhance:

- the distinctive characteristics of the area, including important views into and out of the area;
- the general design and layout of the area, including the relationship between its buildings, structures, trees and characteristic open spaces; and
- the character and setting of the buildings and other elements which make a positive contribution to the appearance and special character of the area.

4.26 Development involving demolition in a conservation area will only be supported if a befittingly-designed replacement has been granted planning permission with appropriate mitigation measures in place to ensure the replacement is constructed.

4.27 The Council will also require the identification of non-designated heritage assets, including building or structures contained on the Local List, areas of distinctive residential character, archaeological priority areas, sites of archaeological importance and sites contained within the London Parks & Gardens Trust's Inventory of Historic Spaces

at the beginning of the design process for any development, especially where this may impact on their significance.

4.28 The Council will resist significant harm of loss of such a heritage asset. It will assess proposals which would directly or indirectly impact on heritage assets in the light of their significance and the degree of harm or loss which would be caused. Where the harm would be less than substantial, it will be weighed against any public benefits of the proposal, including securing optimum viable use of the heritage asset and whether it would enhance or better reveal the significance of the conservation area. For demolition or alteration to be approved, there will need to be clarity about what will be put in its place within a suitable time frame. It should be noted designation as a Locally Listed building does not provide further statutory protection but it draws attention to the special qualities of the building

4.29 Application Requirements

4.30 *Outline planning applications are not acceptable in conservation areas as full details of the proposed development are required to make a decision.*

4.31 A Heritage Statement must describe and demonstrate a clear understanding of the significance of any heritage assets affected by proposals and the impact on their significance, including any contribution from their setting. The level of detail must reflect the importance of the asset and clearly identify the potential impact of the proposal. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, developers must submit an appropriate desk-based assessment and, where necessary, a field evaluation.

5 Open Space

5.1 The provision of open space is important for sustainable communities, contributing to health and well-being. Brent's areas of open space, including Metropolitan Open Land, open space of local value, green chains and wildlife corridors, are shown on the Policies Map.

Open Space

5.2 Core Strategy policy CP18 protects all open space from inappropriate development. It also seeks improved provision in areas of deficiency and where additional pressure will be placed on open space. London Plan policy 7.17 Metropolitan Open Land (MOL) is given the same level of protection as the Green Belt. Essential ancillary facilities will only be acceptable on MOL where they maintain its openness. Paragraph 74 of the NPPF applies to open space, sports and recreational buildings and land, including playing fields, outside of MOL. This protects existing open space, sports and recreational buildings and land, including playing fields. Exceptions to this are where it can be clearly shown to be surplus to requirements, equivalent local provision is made or the benefit or the development is for alternative sports and recreational provision the need for which outweighs the loss. Policy

DMP 8 'Open Space' builds on this by setting local requirements for the creation of new open space, areas for food growing, and the protection of wildlife corridors.

DMP 8

Open Space

Where open space is proposed it should be:

- a. publicly accessible;
- b. appropriately designed to be safe, usable and integrated into the development site;
- c. enhance biodiversity and integrate into the existing green infrastructure network; and
- d. include a suitable long-term management plan.

Existing sites for food growing will be protected and food growing opportunities within major residential developments will be encouraged.

Green chains and wildlife corridors will be protected from development which would compromise its biodiversity or recreational function.

National & London Plan

[2.18: Green infrastructure: The multi functional network of green and open](#)

[spaces](#)

[7.17: Metropolitan Open Land](#)

[7.18: Protecting open space and addressing deficiency](#)

[7.19: Biodiversity and access to nature](#)

[7.21: Trees and woodland](#)

Brent Council

[Core Strategy Policy CP 18: Protection
and enhancement of open space, sports
and biodiversity](#)

[Brent Biodiversity Action Plan](#)

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[Food Growing and Allotment Strategy](#)

[Review of Sites of Importance for Nature Conservation, EPR](#)

5.3 To meet the requirements of policy DMP 8 'Open Space' open space, whether new or replacement provision, is to be designed in consultation with the Council's Parks Team, and will be expected to address the following:

- **Page 204** Location and security – easily accessible by non-car means. Contribute to a sense of security by applying the principals of London Plan policy 7.3 Designing Out Crime;
- Long-term management plan – to ensure the space will be managed in the long term to ensure its continuation as a well used high quality space;
- Layout and design –usable and practical spaces, well suited for a variety of users. Good linkages and permeability will encourage movement within the site;
- Habitat Creation –which assist in achieving Brent Biodiversity Action Plan targets. balancing undisturbed habitat zones and areas that people can enjoy and relax in;

- Integration –with proposed and existing green routes including green corridors and the All London Green Grid;
- Ownership – Preferably local community input into the design of the open space to meet needs, promote a sense of ownership, respect, territorial responsibility and community;

5.4 Management and maintenance is to be considered from the outset. Transfer of land to the Council will be subject to agreement of the Parks Team and a suitable commuted sum for on-going maintenance being secured in a planning obligation.

5.5 Brent Council's Allotment Management and Food Growing Provision Strategy identifies a need for allotments, particularly in the south of the borough, as well as opportunities for temporary food growing. The Council will encourage temporary options for food growing as 'meanwhile' uses. It will also seek the integration of food growing opportunities into new major residential developments where appropriate to meet demand.

5.6 All development is required to make a positive contribution to biodiversity, and contribute to the targets of the Brent and London Biodiversity Action Plan wherever

possible. Developments should be designed with an understanding of their wider ecological context. The promotion of nature conservation is regarded as integral to the scheme not as an 'add on'.

5.7 London Plan policy 7.19 includes a hierarchy for decision making where a development may directly, indirectly or cumulatively affect a site of nature conservation value. Designated sites in Brent are identified on the Policies Map and include Welsh Harp, which is designated as a Site of Special Scientific Interest (SSSI) of national importance; Fryent Country Park and London Canals which are Sites of Metropolitan Importance. In addition Sites of Importance for Nature Conservation (SINC) are important wildlife habitats at the borough level. The Brent Sites of Importance and Nature Conservation Study (2014) identifies the biodiversity resources present in these sites. It also makes site specific recommendations to enhance their biodiversity. Development with potential to impact on a SINC will be expected to have regard to the Study and contribute to delivering its recommendations.

5.8 Green chains and wildlife corridors are linked or more continuous areas of open space which allow for the movement of plants and

animals and may provide an extension of the habitats they join. In Brent green corridors include areas such as railway embankments and the Blue Ribbon network and are identified on Brent's Policies Map. These routes will be protected from development which would impede movement. In exceptional circumstances it may be appropriate to provide an alternative route, providing it can be robustly demonstrated this will continue to support movement.

Waterside Development

5.9 Brent's Blue Ribbon Network includes the River Brent, Grand Union Canal and Welsh Harp Reservoir. Other tributaries such as Wealdstone Brook, Brent Feeder Canal and Dollis Brook, also play an important role in Brent's network of waterways. Waterways offer amenity, opportunities for recreation and improved biodiversity. London Plan policy 7.28 requires developments to enhance the Blue Ribbon Network. DMP 9 'Waterside Development' builds on this policy by setting out the local approach to how enhancements are to be achieved.

DMP 9

Waterside Development

The Council will promote the enhancement and use of the Blue Ribbon network:

- a. Proposals for development adjacent to river and canal edges are required to improve access to the waterways and provide an appropriate landscaped set-back which may include public open space.
- b. Developments adjacent to the Blue Ribbon network, or with potential to negatively impact on its water quality, will be required to contribute towards restoration and naturalisation of waterways, and seek to enhance water quality and biodiversity in accordance with the objectives of the Water Framework Directive.

National & London Plan

[7.27 Blue Ribbon Network: Supporting Infrastructure and Recreational Use](#)

[7.28: Restoration of the blue ribbon network](#)

[7.30 London's Canals and Other Rivers and Waterspaces](#)

[Under Lock and Quay: Reducing Criminal Opportunity By Design, British Waterways](#)

[The London Rivers Action Plan and UK Projects Map, The River Restoration Centre](#)

[Draft Thames River Basin Management Plan, Environment Agency](#)

Brent Council

[Brent River Corridor Improvement Plan, Brent River Catchment Partnership](#)

5.10 Development adjacent to a main river or its tributaries is required by the Environment Agency to have a minimum set back of 8m for a number of reasons. It enables ease of general waterway maintenance, protects their open character and protects and allow the enhancement of habitats for wildlife. It also enables opportunity for sustainable and cost

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effective flood risk management options. The appropriate set back for developments adjacent to the canal will be established by an assessment of the character and context. This will also need to balance the protection and enhancement of biodiversity and the multiple needs of the users of canal and towpath. In Brent development adjacent to the Grand Union Canal in particular provides an opportunity to create new towpaths, public open spaces and access points.

5.11 The Water Framework Directive is a European Union Directive which commits all member states to achieving 'good status' for all water bodies. In the Brent Riverside catchment Grand Union Canal, Lower River Brent and Wealdstone Brook are not achieving good status. This is due primarily to pollution and physical modification from urban development, transport and the water industry. In Brent waterside developments and other developments which could negatively impact on water quality, such as those where connecting to a combined sewer is unavoidable, will be expected to mitigate impacts by contributing to the delivery of the emerging Thames River Basin Management Plan. The Plan sets out the following measures to enhance the Brent catchment:-

- removing unnatural structures such as obsolete weirs and bank and bed reinforcements.
- bypassing barriers to fish passage, such as weirs.
- improving native aquatic plants and wildlife presence by restoring or creating new and enhanced natural physical and wetland habitats throughout the river corridor.
- control and management, of invasive non-native species.

5.12 Such developments should also contribute to the delivery of the Brent River Corridor Improvement Plan, produced by the Brent Catchment Partnership, and the London Rivers Action Plan. Specific projects in the Brent catchment are identified on the interactive map on the River Restoration Centre website.

6 Environmental Protection

6.1 The NPPF requires local planning authorities to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. The planning system also has an important role in contributing to addressing public health issues linked to poor air quality and noise pollution. This chapter covers land-use policies which protect specific features of the environment, such as air and water quality.

Noise and Vibration

6.2 London Plan policy 7.15 requires development to mitigate and minimise the existing and potential adverse impacts of noise and vibration. This relates to impacts on the development itself from existing sources, or that which it might generate either on or off site, directly or indirectly that could have an adverse impact on those in the vicinity. The London Plan also requires boroughs to designate and protect Quiet Areas.

6.3 Sources of noise pollution in the borough are numerous. They include ambient noise, which is long-term 'background' noise. This might be from transport and industry. This ambient noise can be supplemented by more periodic local (or neighbour) noise such as construction, roadworks, late night venues, public events, street activities, and ventilator/extractor units.

6.4 Areas adjacent to the North Circular Road in Brent have been identified as amongst the most affected by traffic noise in the UK. In addition development at Wembley can be impacted by noise on events days at the National Stadium.

National & London Plan

[National Planning Practice Guide: Noise](#)
[7.15: Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes](#)

6.5 In light of the guidance contained in the Noise Action Plan: Agglomerations, published by DEFRA in January 2015 the Council has identified Quiet Areas. These are areas of

tranquillity, usually open spaces and green network areas, which have remained relatively undisturbed by noise and have recreational and amenity value for this reason. The borough's Quiet Areas, as shown on the Policies Map, are considered to be Fryent Country Park, open space on the north side of The Welsh Harp, Roundwood Park/Willesden New Cemetery, Paddington Cemetery and Alperton Cemetery.

6.6 In order to reduce potential disruption to residents and neighbours caused by major construction schemes we require developers to sign up to the Considerate Constructors Scheme.

6.7 Information in support of applications

6.8 Noise and vibration assessments undertaken in accordance with the appropriate British Standards are required for residential developments located close to significant noise sources such as railway, industry and busy roads. Internal resting conditions must be consistent with the standards prescribed within the British Standards.

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6.9 Noise assessments are also required for the installation of plant or uses that generate excessive noise. The assessment shall include mitigation measures to minimise the potential for nuisance.

Air Quality

6.10 London Plan policy 7.14 requires boroughs to seek reductions in levels of air pollutants and states that major development should be at least air quality neutral and not lead to further deterioration of existing poor air quality. Development proposals are to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality.

National & London Plan

[National Planning Practice Guide: Air Quality](#)

[7.14: Improving Air Quality](#)

[Sustainable Design and Construction Supplementary Planning Guidance \(2014\), GLA](#)

Brent Council

[Brent's Air Quality Action Plan, London Borough of Brent](#)

6.11 Brent's Air Quality Action Plan identifies Nitrogen Dioxide and Particulate Matter as the pollutants of most concern in the borough. An Air Quality Management Area (AQMA) covering areas of the borough where EU limit values are not, or are unlikely to be, met has been declared. AQMAs are shown on the Policies Map. Air quality adjacent the North Circular Road is very poor, therefore sensitive uses such as housing will not be acceptable in this location.

6.12 For major development to be 'air quality neutral' it must meet the building emissions benchmarks set out in appendix 5 and 6 of the Mayor's Sustainable Design and Construction SPG. Proposals should demonstrate how air quality targets will be met through an Air Quality Impact Assessment. This is to be produced in accordance with guidance in the Mayor's SPG.

6.13 Where an Air Quality Impact Assessment cannot be made at the application stage, for example if the final technology decisions have not been made, it will be required by condition.

6.14 Information in support of applications

6.15 An Air Quality Impact Assessment by a suitably qualified person, is required for all major developments and installations of CHPs/large communal boilers. The assessment will address baseline local air quality; whether the proposed development could significantly change air quality during the construction and operational phases; and/or whether there is likely to be a significant increase in the number of people exposed to poor air quality. It will also include mitigation measures proposed to create an acceptable development. Mitigation measures will be site specific but could include for example urban greening or promoting the use of sustainable modes of transport.

6.16 Post-completion stack emission monitoring may be required, to demonstrate that any approved energy plant meets the emission standards specified in the Impact Assessment.

Contaminated Land

6.17 Brent has a significant amount of industrial land or former industrial land that could be contaminated. Contaminated land presents a potential hazard to people, ecological systems, animals and buildings. London Plan policy 5.21 requires appropriate measures to be taken to ensure that development on previously contaminated land does not activate or spread contamination.

6.18 A general indication of the location of historic industrial sites is provided by Map 1 below.

National & London Plan

[National Planning Practice Guide: Land Affected by Contamination](#)

[5.21: Contaminated Land](#)

[CLR11: Model Procedures for the Management of Land Contamination, Defra](#)

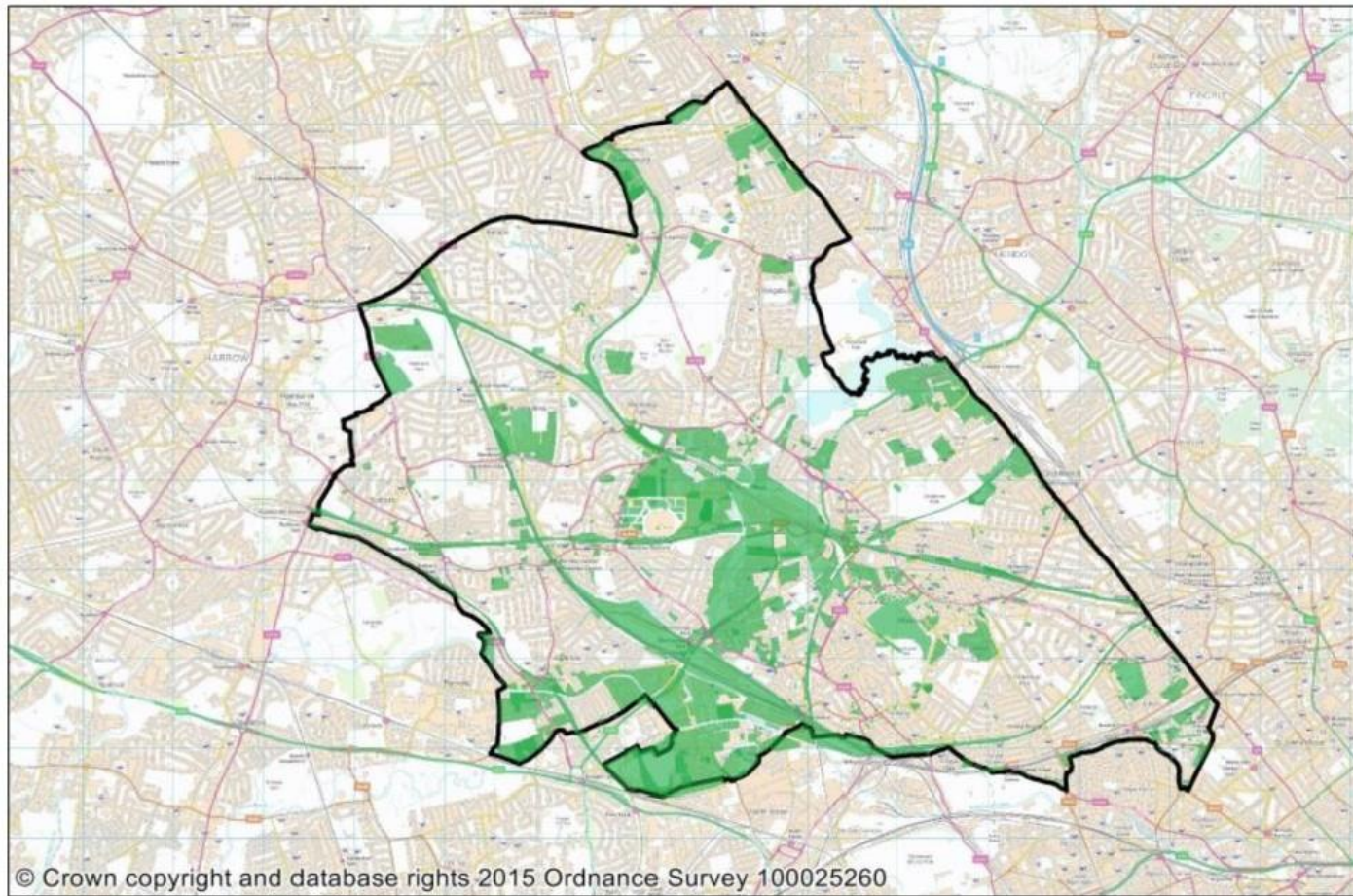
[Guidance for the Safe Development of Housing on Land Affected by Contamination, R&D66; NHBC, Environment Agency and CIEH](#)

6.19 Information in support of applications

6.20 *For development on contaminated or potentially contaminated land a Preliminary Risk Assessment (PRA) undertaken by a suitably qualified person is required. This will include information on past and current uses and a Conceptual Site Model of potential*

pollutants, pathways and receptors. An intrusive site investigation may be required should a plausible pollutant linkage exist.

6.21 Site investigations and associated risk assessments must be undertaken by competent persons in accordance with the appropriate British Standards and guidance. *Remediation is required where unacceptable risks are identified. After remediation land must be suitable for use, and as a minimum, should not be classified as contaminated under Part IIA of the Environmental Protection Act 1990. All remediation will require in-situ verification reporting to demonstrate that the required standards have been achieved.*



Picture 1 Historic Industrial Sites

• C=====

Flood Risk

6.22 Consistent with national and London Plan policy development in Brent will not be allowed that unacceptably increases the risk of flooding. Development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical guidance on flood risk over the lifetime of the development. In accordance with national policy the sequential test will be applied to ensure development is steered to areas with the lowest probability of flooding. Where suitable sites of lower flood risk are not available, the Exceptions Test is a method to demonstrate and help ensure flood risk to people and property will be managed satisfactorily. Developments which are required to pass the Exceptions Test will need to address flood resilient design and emergency planning in accordance with London Plan policy 5.12.

National & London Plan

[National Planning Practice Guide: Flood Risk and Coastal Change](#)

[5.12: Flood risk management](#)

Brent Council

[Brent Strategic Flood Risk Assessment, Jacobs](#)

6.23 Zone 3 flood zones are shown on the Policies Map. However, flood risk zones are shown on maps produced by the Environment Agency, available on their website and updated annually.

6.24 Information in support of applications

6.25 Development proposals in flood risk zones 2 and 3, and all development proposals for sites of 1 ha or above in flood risk zone 1, should be accompanied by a Flood Risk Assessment (FRA). The borough Strategic Flood Risk Assessment (SFRA) sets out sustainable flood risk mitigation measures and level of detail to be included in site-based FRA dependant on the flood zone. This should form the basis of all FRA.

6.26 Surface Water

6.27 On 6 April 2015 it became a national requirement for all major development and all developments in areas of flood risk to utilise

sustainable urban drainage systems (SuDS), unless demonstrated to be inappropriate. London Plan policy 5.13 requires development to aim to achieve greenfield run-off rates and ensure that surface water is managed as close to its source as possible in accordance with the drainage hierarchy. Brent Council will assess applications involving SuDS in its role as lead local flood authority.

National & London Plan

[5.13: Sustainable drainage](#)

[Sustainable Design and Construction Supplementary Planning Guidance \(2014\), GLA](#)

Brent Council

[Brent Surface Water Management Plan, Hyder](#)

6.28 Information in support of applications

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6.29 The developer is to provide Water Quality and Biodiversity statement and cost benefits for conventional and SuDS system. It must also be demonstrated SuDS have been designed in a way which contributes to the delivery of Brent's Surface Water Management Plan and other policy objectives, including enhancements to biodiversity and water quality

6.30 Evidence will be required alongside planning applications to demonstrate that the proposed standards of operation are appropriate and clear arrangements are in place for ongoing maintenance.

7 Sustainability

7.1 The NPPF promotes sustainable development and the transition to a low carbon future, through the delivery of renewable and low carbon energy. Brent's Core Strategy policy CP19 sets out the targets which all major developments in Brent should achieve to contribute towards achieving sustainable development, including climate change mitigation and adaptation.

Sustainable Design

7.2 The Mayor's Sustainable Design and Construction SPG provides detailed guidance on how to achieve environmental sustainability policy objectives in the London Plan effectively. This includes London Plan policy 5.3 on Sustainable Design and Construction and policy 5.15 on minimising water use. London Plan policy 5.9 sets out a cooling hierarchy which applies to major developments. Minor developments should seek to reduce potential overheating and reliance on air conditioning system through good design.

7.3 Core Strategy Policy CP19 requires major non-residential development to achieve a rating of BREEAM excellent.

National & London Plan

[5.3: Sustainable Design and Construction](#)

[5.9: Overheating and Cooling](#)

[5.15: Water Use and Supplies](#)

[Sustainable Design and Construction Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP19: Brent Strategic Climate Change Mitigation and Adaptation Measures](#)

will mitigate and adapt to climate change over the intended lifetime of a development. The

7.4 Information in support of applications

7.5 Core Strategy Policy CP 19 requires major developments and proposals for sensitive uses (education, health and housing) in Air Quality Management Areas, to be accompanied by a Sustainability Statement demonstrating at the design stage, how sustainable design and construction measures

statement must demonstrate the scheme has incorporated the advice set out in the Mayor's Sustainable Design and Construction SPG and meets the requirements of London Plan policy.

7.6 For major non-residential development a Design Stage BRE interim certificate of compliance and a Post Construction Certificate will be required to demonstrate achievement of a BREEAM rating of Excellent.

7.7 For residential development a Water Efficiency Assessment will be required providing evidence the development will meet the target of 105 litres or less per head per day, excluding an allowance of 5 litres or less per head per day for external water use.

Energy

7.8 The Government has set a target that by 2016 all new homes should be zero carbon and new non-domestic buildings should be zero carbon by 2019. To achieve this aim London Plan policy 5.2 requires development proposals to minimise carbon dioxide emissions in accordance with the energy hierarchy – use less energy, supply energy efficiently and use renewable energy. Major developments are required to achieve carbon emissions reduction targets leading to zero carbon. The carbon reduction targets should be met on-site. Only

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where it is clearly demonstrated carbon reduction targets cannot be fully met on site, any shortfall may be off-set through 'Allowable Solutions'.

7.9 The Mayor prioritises the development of decentralised heating and cooling networks. London Plan policy 5.6 requires major development proposals to evaluate the feasibility of Combined Heat and Power (CHP) systems. Major development proposals should select energy systems in accordance with the hierarchy: 1. Connect to existing heating and cooling networks; 2. Site wide CHP network; 3. Communal heating and cooling. Where future network opportunities are identified proposals should be designed to connect to these networks. Brent actively promotes decentralised energy systems. The Wembley Area Action Plan, informed by an energy masterplan, requires developments within Wembley growth area to connect to, provide or contribute towards, a decentralised energy system, whilst plans for a system are also being advanced in South Kilburn. The Council will maintain a record of constructed/approved developments which have been designed to allow connection to a network.

7.10 The incorporation of on-site renewable energy generation makes a valuable contribution to the reduction of a site's carbon emissions and the London Plan has a presumption that developments should achieve a 20% reduction through the use of on-site renewables. London Plan policy 5.7 requires major developments to provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. Minor developments will be encouraged to maximise opportunities for on-site renewable energy generation, where feasible.

7.11 While sustainability standards are rising for new build developments, improvements to the energy efficiency of Brent's existing building stock will be necessary to achieve carbon reduction targets. Improvements to the sustainability of the existing building stock will be supported.

[proposals](#)

National & London Plan

[5.2: Minimising carbon dioxide emissions](#)

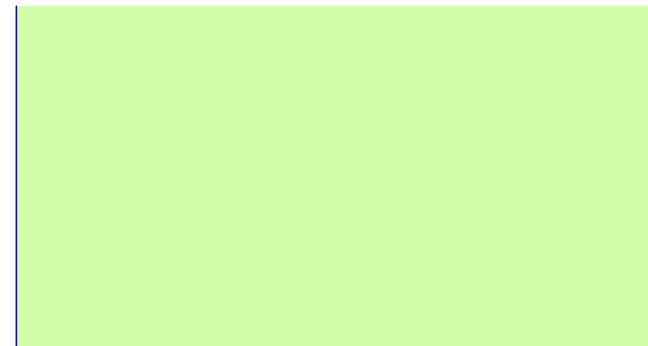
[5.3 Sustainable design and construction](#)

[5.6: Decentralised in development](#)

[5.7: Renewable energy](#)

[The London Heat Network Manual \(2014\),
GLA](#)

[Sustainable Design and Construction
Supplementary Planning Guidance \(2014\),
GLA](#)



**7.12 Information in support
of applications**

7.13 An Energy Assessment will be required to demonstrate that major developments will be constructed to achieve energy targets in accordance with London Plan policy 5.2. Energy Assessments are to be prepared in accordance with the guidance in Appendix D of the Sustainable Design and Construction SPG. An Energy Assessment Review will be required no later than two months after completions confirming whether the development achieved the energy targets. Only if the feasibility study in the Energy Assessment demonstrates that all on-site options have been considered and are not feasible, will Allowable Solutions be considered. In accordance with emerging London Plan Policy 5.2 developers should actively seek to deliver their remaining Allowable Solutions through local carbon

saving projects. Brent Council will establish a price per tonne for carbon or use a nationally recognised price such as that set by the Zero Carbon Hub, and seek payment into a local fund which will be used to deliver Brent's emerging Allowable Solutions Strategy.

7.14 The Heat Network Manual (2014) sets out the issues which are to be considered in viability and feasibility assessments for CHP. Where connection to an existing or future heat network is feasible and viable, a commitment to connection may be secured via a legal agreement; this may include provision for a financial payment to Brent Council to enable connection. Planning conditions may also be used to ensure the connection is implemented. If a planned network is not operational within 5 years of the permission being issued (or other agreed timescale as informed by the energy masterplan) the connection charge, required on commencement of the planning permission, will be used by Brent to achieve similar carbon savings or the development should install a CHP.

7.15 In complex schemes or in the event of a dispute the applicant will be required to pay for an impartial consultant to assess Energy Assessments and/or viability and feasibility assessments on behalf of the Council.

8 Transport

8.1 Policies contained in this chapter are concerned with those aspects of transport planning which affect the determination of planning applications. They seek to supplement existing policy in the NPPF, London Plan, Core Strategy and Wembley Area Action Plan. They consider issues around integration of land use planning and transport planning. This will help to meet Objective 8 of the Core Strategy, which is to reduce the need to travel and improve transport choices.

8.2 This will ensure consistency with Brent's Long Term Transport Strategy and Local Implementation Plan.

8.3 Overall Brent has generally good transport links. It is the joint top borough for the number of rail and underground stations in London. It has many bus routes serving town centres within and outside the borough. Its roads however have experienced increasing levels of congestion at key hotspots and an 8% volume increase from 1997 to 2008. Road access to orbital and radial routes, especially the Strategic Road Network is good. These routes do however become congested, particularly at peak times. Historically, as with London as a whole, car ownership and car use

in the borough has increased. Nevertheless the 2011 Census indicated increases in car ownership had slowed substantially.

8.4 The council has concentrated its efforts to date on improving key stations, interchanges and bus services to and between them. Investment has been made to increase capacity at the three Wembley stations. Similar investment is required at other key interchanges to enhance the usability of the network as a whole. Particular focus is needed on improving orbital links and key interchange points on them. Good pedestrian and cycle access will be an important feature in facilitating delivery of improved usability of the public transport network.

8.5 The Council seeks to promote an integrated transport system by shaping patterns of development in terms of its location, scale, density and mix of land uses. It looks to further the London Plan Policy 6.1 through its actions in Brent.

Transport Implications of New Development

8.6 London Plan Policy 6.3 sets out the need for developments to appropriately address impacts on the movement network in order to

gain consent. It also identifies the need for transport assessments and associated travel plans to be submitted in association with major developments.

8.7 Where significant impacts arise, mitigation measures should be proposed and the residual impacts assessed. This includes mitigation on small scale schemes where issues are not caused by levels of generated traffic, but by poor design. Planning obligations may be sought to fund mitigation measures or conditions may be imposed on a planning permission to restrict impacts. These measures will be related to the specific development, but it is unlikely that every development proposal can be made acceptable in transport terms.

8.8 The range of mitigation for which planning obligations may be sought includes, but is not restricted to, the following. These have been selected as examples as they either encourage use of sustainable modes or manage those trips which need to be made by car on the highway network:

- Travel Plans.
- Public transport improvements sufficient to service the scheme or to integrate it with the surrounding area. Developments attracting a significant number of trips in

areas with low or moderate public transport accessibility will only be acceptable when significant public transport improvements are secured which are both viable and justifiable in the longer term.

- The extension or bringing forward of on-street parking controls or waiting restrictions due to an unacceptable impact on road safety, emergency vehicle access or traffic management.
- Improvements to pedestrian and/or cycle facilities.
- Traffic calming measures.
- Acceptable road safety and essential highway improvements, not necessarily restricted to the immediate development area.
- Programmes to reduce car usage (car pooling, car clubs).

National & London Plan

[6.3: Assessing Effects of Development on Transport Capacity](#)

[Transport Assessment Best Practice Guidance, TFL](#)

[Travel Plan Guidance, TFL](#)

Public Transport Integration

8.9 Development should benefit from and not harm the operation of the public transport network. It should be located where public transport accessibility is sufficient to service the scale and intensity of use. Development in appropriate locations should enhance opportunities to provide interchange between public transport services. Brent's Local Implementation Plan has highlighted the following interchanges which are in urgent need of major improvement: Queen's Park, Stonebridge Park, First Central (Park Royal), Kenton and ongoing improvements at Wembley Central.

8.10 Developments at public transport interchanges should contribute towards the improvement of that interchange and access to and from the site.

National & London Plan

[6.2: Providing Public Transport Capacity and Safeguarding Land for Transport](#)

Cycling and Walking

8.11 The promotion of cycling and walking has long been a priority of the Council and is considered essential in order to support growth whilst reducing the environmental impact of travel. Provision for cycling and walking are also promoted by the London Plan in policies 6.9 and 6.10. Brent's Cycling and Walking strategies will ensure an integrated approach to greater promotion of these forms of movement. Developments will be expected to play their part in maximising these forms of movement to and from their site. Brent's Cycling Plan aims to encourage cyclists to become actively involved in the design of schemes contributing to make the cycling environment safer and more convenient. Particular emphasis will be placed on cycle routes and lanes not ending abruptly in unsafe or inconvenient locations and on improving designs of junctions and roundabouts. The provision for safe and secure cycle parking in accordance with the London Cycling Design Standards is also an important consideration along with the provision of on-site showers and changing facilities. A 'walkable' development should offer safe, convenient and direct routes for pedestrians, and take account of existing

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desire lines, as well as improving the quality of the pedestrian environment generally and pedestrian legibility specifically.

8.12 The Capital Ring

8.13 The Capital ring is a strategic London wide walking route, some of which passes through Brent. This policy seeks to ensure that its role, form and function is maintained and where possible enhanced by new development.

[Pedestrian Comfort Guidance for London, TFL](#)

Brent Council

Emerging Brent Walking Strategy

Emerging Brent Cycling Strategy

8.14 The policy seeks to ensure that development positively addresses the network, this will be thorough for instance appropriate proximity, scale and orientation of buildings, active frontage, or landscaping, improving access to and from it, or seeking its potential upgrade to enhance its potential use by occupiers of the development.

The Highway Network

8.15 The priority to promote sustainable modes of transport will help to reduce pressure on the existing highway network. Nevertheless, it is also important that the network should operate efficiently and safely for all users. There is a requirement for a balance to be achieved between different road users' needs. This will depend to a large extent upon the

character of the road and its role within the road hierarchy. Where new development requires access to the road network, account needs to be taken of these factors and ensure no adverse highway safety impact.

DMP 11

Forming an Access on to a Road

Other than the North Circular Road, TLRN and London Distributor Roads applications for the creation of an access to a highway or where development will result in the increased use of existing access points will be acceptable where:

- the location of the access would be at a safe point;
- the access and amount of off-street parking proposed would be visually acceptable (having regard to existing highway verges and trees affected);
- on Heavily Parked Streets, the proposal does not result in the loss of more than one on-street car parking space, and where there is controlled parking does not

Page 222 DMP 10 Capital Ring

Development on or near the Capital Ring (as shown on the Policies Map) will be expected to take full account of the need to protect its character and, where appropriate, contribute towards its improvement.

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[6.9: Cycling](#)

[6.10 Walking](#)

result in the creation of more off-street spaces than set out in the parking standards;

On the North Circular Road new accesses will be resisted in all cases except where offering improved road safety for all users. Similarly, new accesses on TLRN and London Distributor Roads should be resisted where alternative access is available to the side or rear and turning facilities should be provided where possible.

On London Distributor Roads (as shown on the Policies Map) increased use of existing safe access points will be allowed where it does not harm the road's strategic traffic distribution role and particularly that of bus movement.

A preliminary safety audit must be submitted with all major development proposals which about the TLRN.

8.16 The North Circular Road is an important route for Brent. It forms a Corridor Link between Brent Cross and Ealing (two major interchange points by public transport as well as by road). It provides a parallel option for through traffic

which can help take pressure off the Brent Cross to Wembley and Wembley to Ealing routes which will carry more locally based traffic.

8.17 The North Circular Road is a Transport for London Route Network (TLRN) road. It is one where Brent is keen to see more of a balanced approach with emphasis on other modes, rather than the needs of car users dominating. The road forms a key element in the London road network in channelling essential traffic, especially freight, away from inner London. To this end there is a general presumption against locating new accesses on to the route. Nevertheless, it is recognised that sometimes additional access is necessary to facilitate regeneration, or that safety improvements could be made thorough alternative provision. For other strategic movement corridors a similar approach to ensuring its function is not unacceptably impacted upon by the development is sought either through capacity or safety issues.

8.18 Heavily Parked Streets have been identified across the borough. This has been done for two reasons: To help manage new residential development parking without detrimental impact on highway safety; and so

that any new access created would not result in an excessive loss of on-street parking spaces where there is a current shortage.

8.19 Brent is keen to maintain and enhance the street scene through the provision of green infrastructure. It has an extensive programme of street tree planting. Loss of street trees, or potential space for them through the provision of off street car parking has occurred, something which the Council wishes to avoid in the future.

Road Safety and Traffic Management

8.20 In relation to transport matters in development proposals priority should be given to safety issues. This includes the convenience and safety of vulnerable road users such as pedestrians and cyclists.

8.21 TFL has a strategic management function in minimising congestion on its Strategic Road Network. It requires consultation on proposals which would affect this network, which includes Edgware Road and Harrow/Watford Road corridors. Proposals which would affect the M1 Motorway shall require consultation with the Highways Agency.

National & London Plan

[6.7: Better Streets and Surface Transport](#)

[6.11: Smoothing Traffic Flow and Tackling Congestion](#)

[6.12: Road Network Capacity](#)

8.22 Brent's London Distributor Roads generally have to provide access to adjacent land uses, but their primary function must be to act as part of the network for through traffic.

8.23 Improvements to road safety should follow recognised guidance, including for example the Road Safety Action Plan (TFL). This advises that a preliminary safety audit should be submitted with all major development proposals and associated transport changes on the Transport for London Road Network (TLRN/GLA).

8.24 Where a developer is required to undertake works to the highway to make their access acceptable, this will be expected via a section 278 agreement (see Glossary).

Parking

8.25 London Plan policy 6.13 addresses parking and has associated parking standards. Brent has characteristics associated with both Inner and Outer London. Brent's standards do not significantly deviate from those in the London Plan. Managing the impact of parking covers the role of car free development. It also ensures that requests for additional parking meet a number of conditions which mean that the local area is not negatively impacted upon by parking. This policy is supported by the parking standards which are set out in Appendix 1. Parking in town centres deals with existing parking and additions to or losses of parking. The requirements for electric charging points and cycle parking must be consistent with London Plan policy 6.13. Preference is for electrical charging points to be provided within the highway, or publicly accessible to encourage greater use.

8.26 The policy seeks to support the Council to ensure that parking levels do not encourage unnecessary traffic generation. It seeks to ensure that car parking impacts positively on its environment. It also seeks to maintain the viability and vitality of our town centres.

DMP 12

Parking

Parking standards and managing the availability of car parking

Developments should provide parking consistent with parking standards in Appendix 1. In appropriate locations benefiting from high levels of public transport access, generally with PTAL 4 or above, opportunities for car free development should be considered.

In areas with Controlled Parking Zones access to on-street parking permits for future development occupiers other than for disabled blue badge holders will be removed or limited.

Contributions secured through a planning obligation to car clubs and pool car schemes will be strongly encouraged in place of private parking in developments.

Managing the impact of parking

Additional parking provision should not have negative impacts on existing parking, highways, other forms of movement or the

environment. The removal of surplus parking spaces will be encouraged. Development will be supported where it does not:

- a. add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on-street parking conditions;
- b. require detrimental amendment to existing or proposed Controlled Parking Zones;
- c. create a shortfall of public car parking, operational business parking or residents' parking;

The Council will require off-street parking to:

- d. preserve a building's setting and the character of the surrounding area;
- e. preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and

f. provide adequate soft landscaping (in the case of front gardens 50% coverage), permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.

Public off-street parking will be permitted only where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport.

Parking in Town Centres

The Council will accept the loss of short-term publicly available parking only where this would not lead to under-provision.

In town centres where there is a deficiency of short term public car parking, subject to development viability, the Council will seek additional provision within major developments.

National & London Plan

[6.13: Parking](#)

Emerging Design of Car Parking, TFL

Brent Council

[Heavily Parked Street](#)

8.27 The amount of parking provided in accordance parking standards is a balance between a number of factors. These include seeking to reduce unnecessary car trips, promoting effective use of land, make development viable and not creating on street parking pressure which undermines the quality of life. The standards promote fewer spaces in locations better served by alternative transport. The emphasis is on not trying to provide spaces where they are unnecessary. Opportunities for car free development might include locations close to public transport interchanges where space for parking is constrained. Other areas within Controlled Parking Zones that are easily accessible by public transport may also be suitable for car free development. Where development is car free, or there is a limit on the number of occupiers able to park on-street, legal agreements or conditions will be used to ensure that future occupants are aware they may not be entitled to on-street parking permits. Reductions in parking provision can also be delivered through car clubs and pool cars which promote more efficient use of spaces.

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8.28 The design of car parking should be consistent with supporting other objectives for Brent. These include improving design quality and a sense of place, green infrastructure provision, bio-diversity and sustainable drainage. TfL's Emerging Design of Car Parking will also provide advice on this matter.

8.29 For the most part town centres require some form of customer parking to support their vitality and viability. Whilst some centres have the right amount, others do not or their placement and quality means that their role is diminished. The Council will seek the retention of short term publically available parking spaces where they are needed to support centre vitality and viability. In order to support town centres, support sustainable provision and promote efficient land use, the Council will seek public use of car parking where car parking is required for new developments in town centres. New public off-street parking will be subject to a legal agreement to control the layout of the parking spaces, the nature of the users and the pricing structure. Where parking is created or reallocated, Brent will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment.

Movement of Goods and Materials

8.30 The London Plan policies 6.14 and 6.15 relate to freight. Policy 6.14 states that existing and new sites should be safeguarded to enable the transfer of freight to rail and water. Under 6.15, the need for rail freight interchanges are emphasised which must deliver modal shift from road to rail. Brent's Core Strategy (CP20) supports maximising opportunities to move freight by non-road means (such as water and rail). It also seeks to minimise the impact of industrial and employment use on the road network.

DMP 13

Movement of Goods and Materials

Provision and protection of freight facilities

Development that would generate significant movement of goods or materials, both during construction and in operation, should minimise the movement of goods and materials by road. The use of more sustainable alternatives, i.e. by rail and canal, is encouraged.

For longer distance movements, the provision of sidings within suitable new developments adjoining railway lines is supported. Warehousing development, adjoining rail lines where rail access can be provided, should include sidings.

Existing sidings will be protected where these are adaptable to serve anticipated needs.

Servicing in new developments

The provision of servicing facilities is required in all development covered by the Plan's standards in Appendix 2. The Council will work with developers to provide the optimum servicing and delivery arrangements for new developments. Wherever possible servicing should be provided off the highway.

Loss of existing servicing will be resisted where it is still required to meet operational needs.

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6.3: Assessing Effects of Development

[6.14: Freight](#)[London Freight Plan, TFL](#)

8.31 London Plan policy 6.3 identifies that Construction Logistics Plans and Delivery and Service Plans should be secured in line with the London Freight Plan. Efficient handling and transport of freight is crucial for the regeneration of the industrial areas of the borough. Rail and water are much more sustainable means of transporting freight over longer distances than by road and can be more economic. Even where movement by road is necessary for part of the journey, transshipment to rail/water for the remainder is to be preferred. There are opportunities for rail freight related development within the Park Royal and Wembley Strategic Employment Areas. The railway sidings and Grand Union Canal within and adjacent to the Old Oak Opportunity Area also provide an opportunity to reduce road movements in its regeneration.

8.32 Optimum servicing of development is an important consideration. The Council balances up the need to achieve efficient use of land, maintain capacity of transportation networks and not undermine the amenity of

adjoining occupiers. The Council has standards for the servicing of new developments as set out in Appendix 2.

Evidence Base[Brent's Local Implementation Plan](#)

9 Employment

9.1 The NPPF and London Plan emphasise the importance of allowing sufficient flexibility to adapt to changing circumstances by supporting managed conversion of surplus employment land. An unmanaged approach to the loss of employment land will affect the availability of business accommodation, and impact on economic growth within the borough. Core Strategy policy CP20 safeguards Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) for employment uses. This policy builds on CP20 by setting criteria to determine where the conversion of surplus employment land, both in SIL, LSIS and non-designated Local Employment Sites, to non-employment uses will be acceptable based on the findings of the Brent Employment Land Demand Study. It also sets out the Council’s policy approach to facilitate genuine Work-Live development.

DMP 14

Employment Sites

To encourage appropriate mixed use environments and local employment generation the Council will support the

continued provision of employment sites. It will seek to limit their loss to approximately 11.5 ha in the period to 2029.

Employment Land within SIL and LSIS

In recognition of the weight attached to retaining SIL and LSIS allocations in policies elsewhere in the Development Plan SIL and LSIS will only be released where:

- a. it is a low quality employment site identified as suitable for release in the Employment Land Demand Study; and
- b. it can be shown to be integral to and delivered as part of a wider comprehensive housing-led regeneration scheme with substantial benefits to Brent, providing at least 50% affordable housing, and consistent with the wider objectives of the Development Plan and/ or is of strategic significance to London; or
- c. when it delivers social and physical infrastructure of a substantial scale, for example secondary schools, for which there is a significant identified Brent need and which cannot

reasonably be provided on other sites in the Borough.

For developments falling under criteria a) the development shall incorporate employment uses providing high density employment on 20% of the site.

The Council will expect the existing restrictive allocation of the site as SIL or LSIS to be recognised in the residual land value assumed for the site.

Local Employment Sites

The Council will allow the release of Local Employment Sites to non-employment uses where:

- a. continued wholly employment use is unviable; or
- b. significant benefits consistent with the wider objectives of the Development Plan are achieved.

Where non-employment uses are proposed the site shall incorporate the maximum amount of existing floorspace type possible or if unviable employment space that meets an identified need in the borough.

Work-Live

Work-Live units will be acceptable where they are managed by an organisation committed to their use primarily for employment, as evidenced by a management plan.

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[2.17: Strategic Industrial Locations](#)

Brent Council

[Core Strategy Policy CP 20: Strategic Industrial Locations and Locally Significant Industrial Sites](#)

[Employment Land Demand Study, URS](#)

9.2 To help retain an appropriate balance of supply and demand of industrial land over the planning period the Brent Employment Land Demand Study identifies low quality employment sites, where a more flexible approach to changes of use away from industrial uses could be appropriate. This will

be taken into account in identifying which sites are suitable for release, alongside the need to achieve the strategic objectives in the Development Plan, to achieve at least 50% affordable housing on sites and to meet an identified need for secondary schools. Sites within SIL and LSIS which scored highly in the qualitative assessment and remain suitable for employment uses will be retained.

9.3 To demonstrate there is no demand for a Local Employment Site for ongoing employment use the applicant must submit evidence that the site is vacant and a thorough marketing exercise at realistic prices for the area has been sustained over a 24 month period. Marketing must be through a commercial agent at a price that genuinely reflects the market value in relation to use, condition, quality and location of floorspace. A professional valuation of the asking price and/or rent will be required from at least three agents to confirm that this is reasonable. It must be demonstrated that consideration has been given to alternative layouts and business uses, including smaller premises with short term flexible leases appropriate for SMEs.

9.4 Where redevelopment or re-use of a Local Employment Site would not give rise to a material loss of employment, a mixed-use

development incorporating non-employment uses may be appropriate on part of the site. The applicant must demonstrate that redevelopment will result in:

- the maximum economically feasible amount of employment floorspace on the site;
- the accommodation of the existing employment use, or where the site is vacant employment floorspace, to meet development needs of businesses in Brent, particularly SMEs;
- delivery of wider regeneration benefits to the community; and
- employment floorspace with a very strong prospect of being occupied.

9.5 As evidence the employment space will be occupied the Council will require a letter of agreement from the current employment use operating from the site stating their intent to occupy the proposed floorspace. Alternatively, where the site is vacant employment floorspace should comprise affordable workspace for start up companies or 'move on' space for SMEs to meet the identified need for these forms of employment space in the borough. To demonstrate the units are affordable the applicant should submit evidence of agreement to lease the space to an approved Managed

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Workspace Provider at no more than 50% of comparable local market rate for at least 10 years. This will be secured via a s106 planning obligation. The fit out of the workspace should be to ready to occupy level, to a specification agreed with the Managed Workspace Provider.

9.6 Work-Live is the combination of living accommodation (Use Class C3) with workspace (Use Class B1, but not B2 or B8) within a single self contained unit. Applications for Work-Live development must be supported by a management plan agreed by the Council which demonstrates the units will be managed by an organisation committed to their long term management primarily for employment. An indicative ratio of 70:30 in favour of the work element will be sought.

10 Housing

10.1 The London Plan reiterates the importance of identifying and planning for local housing needs with particular emphasis on providing affordable family housing. Further Alterations to the London Plan adopted in 2015 have subsequently increased Brent's annual housing target (including non self-contained accommodation) to a minimum of 1525 units.

10.2 The London Plan contains not only strategic housing policy, but also relatively detailed information on what to consider when determining planning applications (development management policies). To support these policies the Mayor of London has also adopted more detailed guidance for private, affordable and specialised housing such as the Housing Supplementary Planning Guidance (SPG).

10.3 Brent's Core Strategy identifies: the necessity to maintain and provide a balanced housing stock that meets a range of housing needs, the affordable housing percentage sought from qualifying housing developments, an emphasis on providing family housing and mixed and balanced communities. Together the London Plan and Core Strategy provide the majority of relevant policy on what decision

makers are likely to require from housing developments in order for them to be given planning permission. Annex 1 Summary of Quality and Design Standards within the Mayor of London Housing SPG provides a good reference point for checking the issues that need to be addressed when assessing Housing development. For extensions to existing residential properties the Council has provided specific guidance in the emerging Residential Extensions SPD and Designing Brent SPD.

10.4 The size of properties across tenure types that are most likely to meet needs are identified in Brent's Strategic Housing Market Assessment (SHMA). The SHMA will be updated periodically. This document will inform the Council's position in relation to housing size mix for both market and affordable dwellings whilst taking account of Brent Core Strategy Policy CP2 of seeking 25% of new dwellings in the Borough to be 3 bed dwellings or more.

10.5 Additional housing or its loss is likely to occur in the borough through a variety of sources: redevelopment/new build of existing residential or non-residential sites, conversion of existing residential or non-residential buildings or change of use. These situations will be addressed by other policies within the London Plan and Brent's development plan.

This chapter seeks to supplement these other policies by dealing with additional Brent specific issues. This is through providing greater clarity on: the affordable mix sought, priority for residential size; situations where loss of housing will be allowed; where conversions of family sized dwellings will be appropriate; internal layout of single person accommodation; where accommodation with shared facilities/supported housing will be allowed.

National & London Plan

[3.3: Increasing Housing Supply](#)

[3.4: Optimising Housing Potential](#)

[3.5: Quality and Design of Housing Developments](#)

[3.9: Mixed & Balanced Communities](#)

[Housing Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP2: Population and Housing Growth](#)

[Core Strategy Policy CP21: A Balanced Housing Stock](#)

Emerging Residential Extensions
Supplementary Planning Document

Emerging Design Guidance
Supplementary Planning Document

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Affordable Housing

10.6 The London Plan requires the Council to set an overall target for the amount of affordable housing provision and separate targets for social/affordable rented and intermediate housing. This purpose of this policy is to address tenure mix and provide greater detail of approach than is set out in the London Plan and Housing SPG related to affordable housing.

DMP 15

Affordable Housing

- a. Brent's Core Strategy policy CP2 sets the target that 50% of new homes delivered in the borough will be affordable. The maximum reasonable amount of affordable housing will be sought on individual residential and mixed use developments on sites with the capacity to provide 10 or more homes.
- b. 70% of new affordable housing provision should be social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs.

Where a reduction to affordable housing obligations is sought on economic viability grounds, developers should provide a development appraisal to demonstrate that schemes are maximising affordable housing output. The Council will rigorously evaluate such appraisals and:

1. the developer will be required to underwrite the reasonable costs of a

Council commissioned economic viability assessment

2. on major phased development sites or major sites where housing development commences 18 months after consent is issued, appropriate provisions to re-appraise scheme viability will be sought at agreed stages in S106 agreements to secure contingent obligations
3. in most circumstances the Existing Use Value plus a premium (EUV+) approach to assessing benchmark land value in development appraisals and viability assessments should form the primary basis for determining the benchmark land value.

Vacant Building Credit will only be applicable to:

1. the Gross Internal Area of buildings (buildings as defined in the Community Infrastructure Regulations)
2. buildings that have been in lawful use for a continuous period of less than six months in the three years before which planning permission first permits the chargeable development

10.7 Affordable housing is particularly important in Brent in meeting local housing needs. The London Plan policies along with the Mayor of London Housing SPG give extensive policy and guidance on affordable housing. The 50% affordable housing target has already been set in Brent's Core Strategy policy CP2. The policy clarifies that on qualifying sites (consistent with London Plan Policy 3.13 thresholds) that the Council will seek to negotiate the maximum reasonable amount to contribute to that target. The policy is applicable to all developments of self contained residential accommodation including that specifically for older people and falling within the C2 Use Class. NPPF, NPPG and the London Plan give clarity that the amount of affordable housing expected to be provided in a development can be reduced if the development would otherwise be unviable.

10.8 Consistent with the London Plan, the Council, in determining a scheme's ability to provide the maximum reasonable amount of affordable housing contribution, will have regard to the:

- a. Current and future requirements for affordable housing
- b. Core Strategy affordable housing targets

- c. need to encourage residential development
- d. need to promote mixed and balanced communities
- e. size and type of affordable housing needed in particular locations
- f. specific circumstances of individual sites.
- g. availability and level of public subsidy
- h. priority to be accord to provision of affordable family housing.

10.9 The predominant Brent affordable housing need is for social/affordable rented accommodation, as such the tenure mix target ratio for affordable housing is set at 70:30 rent to intermediate housing. Whilst in terms of meeting needs this is the appropriate ratio for the borough, site specific viability considerations, site and area characteristics may result in a different appropriate mix, such exceptions could include:

- a. A different type of affordable housing mix is required to satisfy a regeneration objective.
- b. Where there is a need to secure a more balanced mix of tenures in line with London Plan policy 3.9.

10.10 Where viability is being used as a reason for reducing affordable provision, applicants will be required to submit a development appraisal. This should be in a format agreed with the Council prior to submission of any application. The applicants will be required to underwrite the Council's reasonable costs in commissioning an impartial consultant to undertake an economic viability assessment of the scheme and the applicant's development appraisal. This will assess the ability of the scheme to ensure the maximum reasonable amount of affordable housing is secured to contribute towards the borough's affordable housing targets.

10.11 London Plan Policy 3.12 criterion B identifies that provisions for re-appraising the viability of schemes prior to implementation ('contingent obligations') might be required when dealing with affordable housing provision. The Council has used this approach and continue to do so in the future, but will take a proportionate approach to using this mechanism. It will be applied to developments where the proportion of affordable housing agreed is significantly below the 50% target, on sites of 200 dwellings or more where there is a phased approach to the development and

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on sites where the majority of the development is likely to be delivered beyond 18 months of the initial consent.

10.12 Within viability assessments there are many variables that can impact on the results. To provide consistency across London, Brent works with other Councils in seeking to have a standard approach to assumptions for viability modelling. One significant variable that impacts on viability is the assumed benchmark land value against which the residual land value of the viability modelling is tested.

10.13 A development is typically deemed to be viable if the 'residual land value' is equal to or higher than the benchmark land value. At this level it is considered that the landowner has received a 'competitive return' and will release the land for development. Planning policy and other guidance offers differing approaches to assessing the benchmark land value in development appraisals. The Existing Use Value plus a premium (EUV+) approach is based on the current or Existing Use Value of a site, plus a landowner premium to reflect the incentive needed to release the site for development. The EUV+ approach clearly identifies the uplift in value arising from the grant of planning permission and enables that to be properly considered as a part of the

planning process. The Council consider that the EUV+ approach is most conducive to achieving the goals of the planning system and should form the primary basis for determining the benchmark land value in most circumstances. This approach is consistent with recommendations in the Mayor of London Housing SPG.

10.14 NPPG provides some guidance on Vacant Building Credit. However, further clarity is needed to define qualifying buildings, floorspace measures and vacancy. The Community Infrastructure Levy (CIL) regulations clearly define what a building is. As it is likely an assessment of existing floorspace will be used to reduce CIL liability it is sensible for the same measure to be used. The same is true of building measurements, which use gross internal area. CIL regulations also set out a timescale related to minimum time of occupation to gain exemptions to CIL liability. There is a logic in using an approach to identify the qualifying periods for vacancy that is consistent with this approach. NPPG sets out where the credit will not apply. In support of applications, as well as proof of vacancy for the time period, evidence of concerted marketing activity at appropriate rents levels will be required.

10.15 Development Plan Policies/advice of particular relevance

National & London Plan

[3.10: Definition of Affordable Housing](#)

[3.11: Affordable Housing Targets](#)

[3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes](#)

[3.13: Affordable Housing Thresholds](#)

[Housing Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP2: Population and Housing Growth](#)

[Core Strategy Policy CP21: A Balanced Housing Stock](#)

10.16 Application Information

10.17 Design and access statement to clarify how the preferred size and tenure mix was taken into account in the initial design of the scheme and subsequent amendments.

10.18 An affordable housing schedule that provides information and justification on the tenure mix and size of dwellings included within the development. Ideally this should identify the Registered Provider who will own/manage the affordable dwellings.

10.19 Viability assessment if this is used as a reason for departure from the preferred affordable tenure/size mix, or for the residential mix for market housing.

10.20 For Vacant Buildings Credit evidence of length of vacancy, gross internal floorspace measurements and marketing at suitable rents undertaken and responses received.

Resisting Housing Loss

10.21 The housing targets for Brent will be challenging to achieve. Loss of existing housing to make way for other forms of development would exacerbate this. London Plan Policy 3.14 and the Housing SPG deal with potential loss due to a variety of reasons. Examples include regeneration of poorer performing estates. Brent seeks to supplement

this policy by providing greater clarity on locally specific circumstances it is likely to consider such loss appropriate.

DMP 16

Resisting Housing Loss

In addition to circumstances identified in London Plan Policy 3.14 development resulting in the net loss of residential units will be supported where:

- a. sub-standard units would be brought in line with space standards;
- b. de-conversion of flats would create a family size home resulting in the net loss of no more than one dwelling;
- c. providing social or physical infrastructure to meet an identified local need.

National & London Plan

[3.5: Quality and design of housing developments](#)

[3.14: Existing Housing](#)

Brent Council

[Core Strategy Policy CP2: Population and Housing Growth](#)

10.22 Some of Brent's housing stock does not meet national housing space standards and has poor standards of occupier amenity. This is particularly the case for dwellings created without planning permission but now established. In these situations their loss and replacement with fewer dwellings achieving standards would be supported.

10.23 As identified in the SHMA and as a priority provision in Brent Core Strategy Policy CP 2 provision of family accommodation to meet Brent's needs is a priority. Consequently, the de-conversion of flats into a family size dwelling will be supported where it results in the net loss of no more than one dwelling of 2 bedrooms or less.

10.24 Exceptional circumstances may arise in Brent where a loss of residential floor space will be acceptable in order to achieve Brent's strategic priorities. Situations include regeneration improving the local environment so that it proves to be a more sustainable location, e.g. reducing the opportunity for crime

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or the provision of a new open space. Alternatively this could be in meeting an essential identified local need, e.g. overcoming a deficiency of local social infrastructure such as a new school, or physical infrastructure such as a significant transport improvement.

10.25 Application Information

10.26 Supporting evidence showing conformity with the policy, e.g. comparison of existing accommodation with that proposed in meeting current policy requirements around space and amenity, or justification for exceptional loss of residential accommodation to meet wider community benefits.

Conversions of Existing Family Housing

10.27 Conversion of existing housing stock into smaller dwellings provides many additional homes across London and Brent. Nevertheless, family housing to meet local needs is also a Brent priority. In recognition of this priority it is therefore appropriate to identify circumstances when loss of family housing is likely to be acceptable. Residential conversion in other cases is addressed by London Plan policies, the contents of the Housing SPG and Policy DMP1 General Development Management Policy.

DMP 17

Conversion of Family Sized Dwellings

To maintain family size housing conversion of a family sized home to other dwellings will only be allowed where the following criteria are met:

- a. the existing home is 130 sq.m. or more and
- b. it results in at least a 3-bedroom dwelling with access to a garden.

Exceptions to this will only be allowed where the amenity of the existing family sized home is so deficient that family occupation is unlikely and it could not reasonably be changed to overcome such deficiencies.

National & London Plan

[3.5: Quality and Design of Housing Developments](#)

[Housing Supplementary Planning Guidance, GLA](#)

10.28 The policy seeks to ensure continued provision of houses or flats suitable for occupation by families to meet Brent's housing needs. Consequently where larger properties are suitable for conversion, schemes should include a 3-bed dwelling suitable for at least 4 people. This will normally be at ground floor to maintain the quality and accessibility of existing family housing. In larger properties consideration should be given to the provision of 4-bed units for at least 5 people. Individual solutions, including modest extensions, may be appropriate to accommodate the required family size units.

10.29 Effort should be made to provide all additional flats with amenity space. In the event that an existing family size flat does not have access to a garden, the layout and accessibility of the unit and the characteristics of accommodation in the area will be considered to assess its value as a family size dwelling. Lack of a garden will not automatically allow for the conversion of dwelling into smaller dwellings. Other amenity factors will also be taken into account in deciding whether an existing family sized dwelling provides or has the potential to provide a good family environment. This will included be location and other amenity factors e.g. above a retail parade in a centre may have

adverse impact associated with user uses such as hours of opening, noise, smells, constrained access width to upper floors, etc.

10.30 Application Information

10.31 Supporting evidence showing conformity with the policy, e.g. comparison of existing accommodation with that proposed in meeting current policy requirements around space and amenity, or justification for exceptional loss of family accommodation.

Housing Standards and Quality

10.32 The policy seeks reduce the potential for overcrowding of residential properties to be controlled through means available through the planning process. In particular it clarifies the standard for one person dwellings and seeks to reduce the potential addition or use of outbuildings to increase the capacity of a dwelling's occupation.

DMP 18

Dwelling Size and Residential Outbuildings

The size of dwellings should be consistent with London Plan Policy 3.5 Table 3.3 Minimum Space Standards for New Development.

In order to prevent the potential for overcrowding planning permission will only be granted where dwellings intended for occupation by one person is internally laid out as studio accommodation

Planning permission will only be granted for outbuildings that will not be residential accommodation or do not support the increased occupation of a dwelling.

National & London Plan

[3.5: Quality and Design of Housing Developments](#)

10.33 London Plan Policy 3.5 and also the Housing SPG give significant direction on the standards and quality that residential development is expected to achieve. In Brent all new housing should comply with the Housing SPG standards. Brent has a high proportion of overcrowded dwellings. It also has some very poor quality private rented accommodation. The Council is taking measures through its statutory roles related to housing in improving the quality of residential accommodation in the Borough and the reducing the incidences of poor properties. Planning has a complementary role to play in reducing the opportunities for overcrowding to occur.

10.34 The policy identifies that the provision of smaller dwellings will only be acceptable where it makes good use of space when a two person dwelling cannot be accommodated. A property designed as a one person one bed home through the provision of a separate bedroom provides a greater opportunity for over-occupation. Its layout as a studio reduces this potential. It gives an indication to occupiers (including potential renters) that the property has essentially been designed for occupation by one person. Consequently dwellings smaller than 50 sq.m. will be expected to be laid out as a studio.

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10.35 'Beds in sheds' are a prevalent issue in Brent. These are buildings or structures in gardens either used as self-contained accommodation or for 'primary' living accommodation (eg. kitchens, bathrooms, bedrooms and living spaces) ancillary to the main dwelling. Often this accommodation is built without planning consent and if detected a retrospective application sought for its retention. Brent's experience means the Council considers that such development is unlikely to provide satisfactory residential accommodation for its occupants, or if ancillary for those in the main house, and often adversely impacts on neighbours.

10.36 Application Information

10.37 For dwellings for occupation by one person, a drawing showing an internal layout as a studio

10.38 For buildings ancillary to residential accommodation, clarity on the purpose of the building and agreement to a planning condition restricting use of the building to not include sleeping accommodation, bathrooms, laundry rooms or kitchens.

Residential Amenity Space

10.39 The policy seeks to ensure a suitable level of provision of amenity space in association with residential development. It identifies for Brent a locally distinctive target reflective of historic approach to provision of amenity space, rather than the minimum standards set in the London Housing SPG Provision of Amenity Space.

DMP 19

Residential Amenity Space

All new dwellings will be required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This is normally expected to be 20sqm per flat and 50sqm for family housing (including ground floor flats).

National & London Plan

[Housing Supplementary Planning Guidance, GLA](#)

10.40 The London Plan Housing SPG sets out a baseline minimum standard amount for the provision of amenity space in new developments and the characteristics it is expected to have. It also deals with children's play space. Brent has historically sought and often delivered within higher density schemes higher levels of amenity space based on its own standard which it considers should be maintained.

10.41 New developments should provide private amenity space to all dwellings, accessible from a main living room without level changes and planned within a building to take maximum advantage of daylight and sunlight. Where sufficient private amenity space cannot be achieved to meet the full requirement of the policy, the remainder should be supplied in the form of communal amenity space. The calculation of amenity space does not include any parking, cycle or refuse and recycling storage areas.

Accommodation with Shared Facilities

10.42 The Core Strategy identifies a wide range of specific and special housing needs for different groups to be met within Brent. The majority will be met through self-contained residential accommodation. However, some of the needs will be met through non-self

contained accommodation with shared facilities (such as Houses In Multiple Occupation or purpose built student accommodation). It might also be more institutional in its form as self contained or non-self contained accommodation that shares facilities or requires additional on site support for residents. (such as hostels, or Extracare facilities). The policy seeks to provide greater clarity on how the Council will support development proposals for these uses through the planning process.

DMP 20

Accommodation with Shared Facilities or additional support

Proposals for non-self contained or self-contained residential accommodation with shared facilities or on site support/care to assist residents in their daily lives will be supported where the development is:

- a. located in an area with good access to public transport and other amenities, including shops (normally within 400m);
- b. is of an acceptable quality meeting appropriate standards for the needs of its occupants, including external

amenity space, appropriate communal facilities, levels of support/care and mobility;

- c. includes management arrangements suitable to its proposed use and size;
- d. demonstrates that there is a specific Brent, or in the case of education a London, need for the particular use which are secured by planning agreement relating to use of the land or to its occupation by members of specified educational institutions;

The loss of accommodation will only be acceptable where:

- a. demonstration of no Brent need for the accommodation type, or residents' needs can be better met by other existing accommodation; or
- b. unsatisfactory existing accommodation cannot be improved to achieve current standards.

National & London Plan

[3.8: Housing Choice](#)

[3.9: Mixed and Balanced Communities](#)

[Housing Design and Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP21: A Balanced Housing Stock](#)

10.43 For the purposes of this policy shared housing includes houses in multiple occupation (HMOs), bed-sits, hostels, housing for older people, supported housing for those with special needs and specialist student accommodation. It also includes accommodation providing any level of care, whether non self-contained or self contained units with a small amount of communal facilities. The policy seeks to protect the amenity of existing areas and create a good standard of accommodation in locations that are likely to be more suited to meeting occupier's needs.

10.44 Changes in demographics, welfare and lifestyle choices mean that there will be increased demand for these types of accommodation. These types of uses making a significant contribution to meeting local and

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in the case of students, London needs. They can also assist in developments through increasing viability and vitality and more balanced communities.

10.45 The developments are likely to be aimed at people with limited accessibility to personal transport. Consequently there is a need for them to be located close to public transport and other amenities.

10.46 The developments could potentially be for people with specialised needs but with lower levels of income. This however should not diminish the quality of the accommodation provided. Where self-contained rooms are proposed they will be assessed against London Housing Design standards. External amenity space will be required as will appropriate communal facilities to support residents (e.g. meetings rooms to stop residents congregating outside in the vicinity of the development). Where levels of care or support are high provision of staff residential accommodation may be required. Conditions or legal agreements may be used to require that uses have appropriate and permanent management arrangements. To ensure that residential accommodation meets needs over time, London Plan policy requires 10% wheelchair accessible dwellings. The accommodation

covered by this policy is likely to be meeting needs of specific sectors of the population. On this basis the Council will be willing to depart from the minimum 10% wheelchair where evidence is compelling to indicate why it might not be appropriate.

10.47 Affordable Housing requirements will be applicable to qualifying proposals for accommodation classified as C3 under this policy.

10.48 There are also scenarios where these forms of accommodation can particularly impact on residential amenity, character and housing mix of an area. Residential amenity means both that of the potential occupiers (Brent's private sector stock condition survey indicated the majority of HMOs not suitable for habitation) and those adjoining the development. Adverse impacts are more likely where there are concentrations of one or more of these types of accommodation in an area. Common issues can include: noise and disturbance associated with intensification of the residential use and/or occupant lifestyles; on-street parking pressure; transient populations replacing settled family occupants; social cohesion impacts; changes in supporting community infrastructure such as shops; external alterations undermining clear local character; and poor waste management.

10.49 Harmful concentrations are likely to arise when the types of issues identified cumulatively result in detrimental effects on the qualities and characteristics of a place or where housing choice is reduced to not provide for differing community needs. For example a concentration of accommodation for older or vulnerable people may have implications for local services such as GP's. Where the existence of similar uses in an area means this is identified as a concern, it should be demonstrated that local services have capacity or planned capacity to meet the needs of future occupants. Where this is not the case, and no other mitigation is agreed, the proposal may be unacceptable. Wembley Area Action Plan identifies 20% of the population as students as an appropriate limit in that area.

10.50 All of the forms of accommodation addressed by the policy will require information on their intended management to meet residents' needs to reduce the potential for adverse impact on amenity of those surrounding.

10.51 Brent is an area with lower property values than some parts of London, particularly inner London. Pressure created by welfare reform and support agency budgets to reduce costs might provide drivers for relocation to

Brent. For the reasons identified in relation to potential adverse factors identified above in relation to concentration, Brent is reluctant to encourage such a move. Consequently it will seek to ensure that with the exception of students, that the accommodation proposed is addressing a Brent population specific need. Where appropriate it will seek to ensure that at least initially and in some cases subsequent for subsequent occupiers that priority for such housing is made available to people in Brent.

10.52 Consistent with London Plan principles of creating long term sustainable buildings, emphasis should be placed on construction methods to assist future conversion to self contained residential accommodation. This may include allowing future rearrangement of internal walls, or a design based on permanent residential layout standards.

10.53 HMOs

10.54 HMOs must meet the standards of Brent's HMO licensing scheme, including minimum room sizes. These sizes have been developed in accordance with the Housing Act 2004. The landlords will be expected to register properties in conformity with the Council's licensing scheme.

10.55 Hostels

10.56 Hostels must be designed with a layout to satisfactorily meet the needs of their intended occupants, with suitable communal spaces and rooms to meet any other associated needs.

10.57 Specialist Student Accommodation

10.58 The London Plan anticipates that the numbers of students in London will continue to grow and requires boroughs to ensure that both demonstrable local and strategic student housing needs are addressed. There has been a substantial increase in the amount of large scale purpose built specialist student accommodation from national providers in Brent recently, particularly in the Wembley area. This has been provided as either self-contained accommodation or rooms with shared facilities. It is good quality and has high levels of on site management. Continued additional provision particularly as part of a balanced mix of housing types within regeneration areas including Wembley as set out in the Wembley Area Action Plan is supported. Refer to 3.5.3 more SHLAA targets inform the 1525 gives an assumed mix on student housing provision.

10.59 Older Persons Specialist Accommodation

10.60 The SHMA identified a need for more specialist accommodation to meet the needs of the growing numbers of older people. The London Plan 2014 sets an annual specialist housing for older people target for Brent of 175 dwellings. Broken down by tenure these are 105 private and 35 intermediate sale/rent and 35 affordable rent.

Losses of Accommodation

10.61 Other than in exceptional circumstances proposals should not result in the loss of permanent self-contained accommodation. Accommodation which provides care will be protected unless it is no longer needed in the borough or it is unsatisfactory and cannot be brought up to current standards.

10.62 Application Information

10.63 Within the Planning Statement how the application addresses evidenced local needs or in the case of student accommodation London's needs.

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10.64 To assess impacts on local amenity, the identification of other uses covered by this policy within a 50 metre radius of the property. For uses that accommodate more than 10 occupants the detail of impact on social infrastructure (such as GPs) and whether this can be accommodated or if sufficient capacity is not available currently how this will be addressed.

10.65 Details and mechanisms of how the Council can be assured that the accommodation will be:

- used by the people in the need identified to support the application, and
- managed long term to minimise the potential for adverse impacts on the surrounding area

10.66 For example through suggested conditions related to restricting type of occupants and an agreed management plan. Where loss is proposed, the justification as to why either the need for the accommodation is no longer required, or the accommodation is no longer fit for purpose and could not reasonably be made to be.

Gypsy and Traveller Accommodation

10.67 Brent currently has 30 pitches of accommodation located on the Lynton Road site. The most recent locally specific needs assessment is the London Gypsy & Traveller Accommodation Needs Assessment' (GLA, 2008). This identified the need for up to a further 24 pitches within Brent. NPPF and associated guidance Planning Policy for Travellers Sites requires local authorities to quantify accommodation needs and identify appropriate sites for their provision. It has similar provisions to general housing in needing to show a 5 year deliverable supply. A Site Specific Allocations Document is the most appropriate route for identifying sites required to meet needs. Until the Site Specific document this is prepared the Core Strategy policy CP22 in association with NPPF provides suitable decision making criteria for proposals for new pitches.

Evidence Base

[Flat Conversions Background Report \(2013\), London Borough of Brent](#)

[Dwelling Size Background Report \(2013\), London Borough of Brent](#)

[Affordable Rent and Social Rent Background Report \(2013\), London Borough of Brent](#)

[West London Strategic Housing Market Assessment \(2010\), West London Housing Partnership](#)

[Draft Housing Strategy 2013-18 \(2013\), London Borough of Brent](#)

[Brent Council Tenancy Strategy 2012-2013 \(2012\), London Borough of Brent](#)

[2003 Private Sector Stock Condition Survey \(2004\), Fordham Research](#)

[Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance \(2012\), GLA](#)

11 Social Infrastructure

11.1 Social infrastructure (also referred to as community and cultural facilities) plays a vital role in supporting Brent's diverse community, reducing inequality and helping to promote social inclusion and cultural wellbeing. The Council defines social infrastructure as a wide variety of services that are essential to the sustainability and wellbeing of a community. This could include the following:

- Educational facilities including early years education, primary education, secondary education, further education and adult learning;
- Health services including primary and secondary health;
- Sports and leisure facilities including swimming pools, sports halls and outdoor sports spaces;
- Libraries;
- Places of worship;
- Theatres and galleries;
- Community space, meeting rooms and halls;
- Fire stations, policing and other criminal justice or community safety facilities; and
- Public houses

11.2 This list is not exhaustive and other facilities can be included as social infrastructure.

Protection of Social Infrastructure

11.3 London Plan policy 3.16 and Brent's Core Strategy policy CP 23 protects existing community and cultural facilities that support community participation and development, and requires mitigation for any loss. The London Plan also requires the suitability of redundant premises for other forms of social infrastructure to be assessed before alternative developments are considered.

National & London Plan

[3.16: Protection and Enhancement of Social Infrastructure](#)

[3.17: Health and Social Care Facilities](#)

[3.18: Education Facilities](#)

[3.19: Sports Facilities](#)

Brent Council

[Core Strategy Policy CP 23: Protection of existing and provision of new Community and Cultural Facilities](#)

11.4 The following text provides detailed guidance on how London Plan and Core Strategy will be applied. This approach applies to all social infrastructure with the exception of playing fields, where applications will be assessed against relevant criteria in the NPPF, and public houses where policy [DMP Public Houses](#) applies. If it is considered that social infrastructure is no longer needed this is to be demonstrated through the following:-

- consultation with service providers and the local community;
- details of alternative social infrastructure in the locality which meets the need in a different way or in a convenient alternative location;
- vacancy and marketing data indicating that there is no demand despite continuous marketing at a reasonable rate for a period of 24 months; and
- the potential of re-using or redeveloping the existing site for the same or an

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alternative social infrastructure use, particularly for educational uses, has been fully considered; or

- redevelopment is part of an agreed programme of social infrastructure re-provision to ensure continued delivery of social infrastructure and related services, as evidenced through a service delivery strategy.

11.5 To justify the loss of land or premises for social infrastructure it must be demonstrated to the Council's satisfaction that all of the above have been explored. A convenient alternative location is considered to be 400m, a 5 minute walking distance for an able bodied person. Where a replacement facility is proposed to mitigate the loss it must be demonstrated it will meet the end users needs in terms of both quality of provision and quantity of floorspace.

11.6 The introduction of the Localism Act 2011 provided a new right for residents to nominate certain local public or privately owned buildings or land for recognition as being an Asset of Community Value. Assets of Community Value are designated where it can be demonstrated the asset has furthered the social wellbeing or social interests of the community, and can continue to do so. _

[Further information on the criteria and process is](#)

[available on the Brent Council website.](#)

The Council will give significant weight to the protection of designated Assets of Community Value.

11.7 In accordance with London Plan policy 3.16, wherever possible, the multiple use of premises will be encouraged. Where relevant, Community Use Agreements (CUA) will be secured to ensure dual use through s106 planning obligations. The development and implementation of CUAs can help support well-managed and safe community access to facilities on educational sites. As well as widening access to facilities and providing clarity on their use CUAs can help to enhance links between educational establishments and sports clubs.

Public Houses

11.8 In recent times Brent has seen an increase in conversion of public houses to other uses. This is of concern to the Council as public houses can make a valuable contribution to the community by adding character to the area and providing employment and a place for social interaction. Many public houses provide space for evening classes, clubs, meetings or performances. As such, and in keeping with

the NPPF, public houses are classed as social infrastructure and proposals which would result in their loss will be subject to this policy.

DMP 21

Public Houses

The Council will only support the loss of public houses where:

- a. if registered as an Asset of Community Value the premises can be shown to have been offered for sale to local community groups and no credible offer has been received from such a group at a price that is reflective of condition of the building and its future use as a public house;
- b. its continued use is not economically viable;
- c. the proposed alternative use will not detrimentally affect the vitality of the area and retain as much of the building's defining external fabric and appearance as a pub as possible; and
- d. the proposal does not constitute the loss of a service of particular value to the local community.

11.9 Where applications for a change of use or redevelopment of a public house are received, the Council will require evidence that:

- the public house has been marketed for 24 months as a public house and for an alternative local community facility, at a price agreed with the Council following an independent professional valuation (paid for by the developer) and there has been no interest in either the free-or lease-hold either as a public house or as a community facility falling within 'D1' use class;
- the public house has been offered for sale locally, and in the region, in appropriate publications and through specialised licensed trade agents;
- all reasonable efforts have been made to preserve the facility, including all diversification options explored – and evidence supplied to illustrate this;
- the CAMRA Public House Viability Test, or a similar objective evaluation method, has been employed to assess the viability of the business and the outcomes demonstrate that the public house is no longer economically viable;
- there has been consultation with the local community;
- there are alternative licensed premises within easy walking distance of the public house; and
- any such alternative premises offer similar facilities and a similar community environment to the public house which is the subject of the application.

12 Delivery and Monitoring

Monitoring is an important part of the continuous planning process. A set of key indicators and targets have been developed so that the effectiveness of policies in achieving the objectives can be assessed. Additional key indicators are contained in the Core Strategy. Where objectives are not being met, appropriate action may be taken which can adjust the outcome or, in some circumstances, a review of policy may be necessary. The targets have been summarised in the tables below, highlighting the relationship between the policies, indicators and targets.

| Performance Measure | Target | Specific policy to be monitored |
|--|--|-----------------------------------|
| Proportion of primary frontage in A1 and A2 use. | Proportion of primary frontage in A1 and A2 use not to fall below 65%, or 50% if vacancy rates exceed 10%. | DMP 2 'Supporting Strong Centres' |

| Performance Measure | Target | Specific policy to be monitored | Performance Measure | Target | Specific policy to be monitored |
|--|---|---------------------------------|--|---|---------------------------------|
| Concentration of betting shops, adult gaming centres and pawnbrokers. | Proportion of frontage in use as betting shops not to exceed 4%, and proportion in use as adult gaming centres or pawnbrokers not to exceed 3%. | DMP 3 'Non-Retail Uses' | | further education establishment. | |
| | | | Proximity of shisha cafes to secondary schools and further education establishments. | No further shisha cafes consented within 400 metres of a secondary school or further education establishment. | DMP 3 'Non-Retail Uses' |
| Concentration of takeaways and proximity of takeaways to secondary schools and further education establishments. | Proportion of units in use as takeaways in town centres not to exceed 6%, and no further takeaways within 400 metres of a secondary school or | DMP 3 'Non-Retail Uses' | Protection of Employment Sites. | Cumulatively no more than approximately 11.5 ha of employment land lost. | DMP 14 'Employment Sites' |

Table 1

Appendix 1 - Parking Standards

A separate set of standards has been developed for the Wembley regeneration area. These are set out in the Wembley Area Action Plan.

Employment Use Classes

The employment areas in LB Brent have significant variations in levels of access to public transport and other individual characteristics.

Where parking is proposed, the following standards, as detailed in table 1 below, should be applied. The proposed standards fall within the London Plan range of standards for B1 but should be applied to all employment uses. A distinction is made between areas of the borough to the north and the south of the Dudding Hill railway line as this broadly reflects variations in public transport provision.

The provision of parking in new developments below the standards set out in the table is encouraged (see car free/car capped section). The provision of parking at a higher level than provided by these standards, but in accordance with the London Plan, would need to be justified through a Transport Assessment, and recognise future PTAL ratings.

| Location | Definition | Maximum Parking Standard |
|-------------------------|---|---|
| Inner Brent | South-east of Dudding Hill railway line | 1 space per 800m ² gross floor space |
| Outer Brent | North-west of Dudding Hill rail line | 1 space per 200m ² gross floor space |
| Regeneration exception* | Opportunity and growth areas | 1 space per 100m ² gross floor space |

Table 2 - Employment Maximum Parking Standards

The regeneration exception will be subject to a transport assessment verification. Developments in the growth areas and Park Royal Opportunity Area may be permitted more parking to encourage the sustained regeneration of these areas. Developments in these areas will be permitted to use the regeneration exception standard for outer London Boroughs, so long as this is justified through a transport assessment.

More generous parking than that set out in the table above could be acceptable provided that all of the following criteria can be demonstrated:

- Ensuring that there are no significant adverse impacts on congestion or air quality
- A lack of existing on or off-street parking spaces
- A commitment by the developer to provide space for electric and car club vehicles, bicycles and parking for disabled people above the minimum thresholds; and
- A binding commitment via a Travel Plan to reduce more generous provision over time.

The parking standards for employment to be applied in Wembley are contained in the Wembley Area Action Plan.

Retail Parking Standards

The London Plan is most prescriptive when dealing with retail parking standards. Standards should be consistent across town centre areas to avoid variations in parking over small areas.

The provision of public parking in town centre areas needs to be balanced with the need to deter unnecessary car trips. More restrictive standards away from town centres are

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designed to reduce the trend for "out of town" developments that are often heavily reliant on the private car for access.

For town centres in the area of the borough classified in Inner London, more restrictive standards are applied to A1 retail parking provision. This is because these areas have good public transport provision relative to elsewhere in the borough. Additional parking would only be acceptable if it assisted in providing public parking for general town centre use where required to assist viability of the town centre and is charged for in line with on and off street parking charges. Parking standards for the Major Town Centres are shown in Table 2 below.

| Retail Use | Maximum Standard |
|----------------------------------|---|
| Food - up to 500m ² | 1 space per 200m ² gross floor space |
| Food - up to 2,500m ² | 1 space per 120m ² gross floor space |
| Food - over 2,500m ² | 1 space per 60m ² gross floor space |
| Non Food | 1 space per 100m ² gross floor space |

| Retail Use | Maximum Standard |
|--|---|
| Garden Centre | 1 space per 100m ² gross floor space |
| Town Centre/Shopping Mall/Department Store | 1 space per 100m ² gross floor space |

Table 3 - Maximum A1 Retail Parking - Major Town Centres

There are a number of smaller town centres across the borough, which range in accessibility to public transport. It is important that these centres are maintained and encouraged to develop to provide local services and amenities for Brent residents. Parking standards for the rest of the borough are shown in Table 3.

| Retail Use | Maximum Standard |
|----------------------------------|---|
| Food - up to 500m ² | 1 space per 100m ² gross floor space |
| Food - up to 2,500m ² | 1 space per 60m ² gross floor space |

| Retail Use | Maximum Standard |
|--|--|
| Food - over 2,500m ² | 1 space per 30m ² gross floor space |
| Non Food | 1 space per 50m ² gross floor space |
| Garden Centre | 1 space per 50m ² gross floor space |
| Town Centre/Shopping Mall/Department Store | 1 space per 50m ² gross floor space |

Table 4 - Maximum A1 Retail Parking - Rest of the Borough

For Wembley, the retail parking standards are split between more accessible, and less accessible areas and are shown in the Wembley Area Action Plan:

Residential Parking Provision

Analysis has highlighted that there is a clear correlation in the borough between deprived areas, public transport accessibility and reduced car ownership. The wards in the north of the borough show higher levels of car ownership, lower levels of deprivation and

lower levels of public transport accessibility. The standards for residential development reflect this pattern and the fact that where public transport is less accessible, residents will make use of their cars for essential trips more often and therefore require the facility to park a car at their property. Family homes are more likely to need car parking. Residential parking standards are maximum standards.

| Housing Type | | | |
|--------------|---------------------|---------------------|----------------------|
| PTAL | 4+ beds | 3 beds | 1-2 beds |
| 1 - 3 | 2.0 spaces per unit | 1.5 spaces per unit | 1.0 spaces per unit |
| 4 - 6 | 1.2 spaces per unit | 1.2 spaces per unit | 0.75 spaces per unit |

Table 5 - Residential Car Parking Standards - Brent

Parking standards for Wembley have been defined in a way which gives an average of 0.50 spaces per unit. The residential standards for Wembley are shown in the Wembley Area Action Plan.

Parking for Hotels

The following standards will be applied to hotels:

- PTAL 4-6: Operational and disabled parking provision only, with minor exceptions where warranted
- PTAL 1-3: Additional parking allowable up to 1 space per 5 bedrooms if justified by a transport assessment
- One coach parking space should be provided for every 50 bedrooms.

Only operational and disabled parking should be provided for new hotels in the Major Town Centres of Wembley and Kilburn.

Parking for Residential Institutions

Hospitals

For hospitals, these should be assessed individually due to the differing nature of the parking demands depending on the range of treatments offered. There will be a higher level of operational parking required than for other large institutions. A Travel Plan should be developed to ensure that visitor and employee parking is managed. Where existing hospitals are subject to developments or refurbishment,

the existing levels of parking should be the starting point, with any additional requirements justified through a transport assessment.

C2 (Other Residential Institutions)

Other residential institutions such as care homes, homeless hostels, halls of residence and residential schools and colleges should base the parking provision on the number of bedrooms. It is proposed that a maximum standard of one space per 10 beds is applied. Further visitor parking may be acceptable provided adequate justification is provided through a Transport Assessment.

Where the development is for the provision of student halls of residence, in line with recent consented schemes, we will seek car free schemes, due to the low levels of car ownership amongst students.

Parking for non-residential institutions (D1)

This category covers places of worship, health centres, nurseries and museums, all with varying parking requirements. For all D1 uses, 1 car parking space should be provided per 10 users/visitors on site at any one time. However, for developments situated in high

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PTAL locations, parking provision should be justified by a transport assessment. Longer stay visitor parking should be deterred.

A separate standard applies for schools:

- PTAL 1-3: one car parking space per 5 staff; and
- PTAL 4-6: operational and disabled provision only, unless otherwise justified through a transport assessment

Parking for Assembly and Leisure

This category covers cinemas, bingo halls and theatres along with leisure centres, swimming pools and gymnasiums.

In locations with PTALs of 4-6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. In locations with PTAL of 1-3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport.

Applicants are encouraged to make use of existing publicly available parking spaces before making on-site provision. Where on-site provision is required, it is proposed that up to 1 car parking space is provided per 10

users/visitors on site at any time. Where venues provide a total capacity over 500 patrons, it is proposed that the level of parking is determined on an individual basis, subject to a detailed transport assessment.

Disabled Parking

For new residential development, a minimum of 10% of parking spaces provided for private units should be dedicated to disabled use. For all other uses, a minimum of 5% parking spaces should be dedicated to disabled use.

Cycle Parking

Cycle parking standards as set out in the [London Plan](#) apply in Brent.

Appendix 2 - Servicing Standards

A1 Retail

For A1 retail units less than 500m² gross floor area, one transit sized bay for service vehicles should be provided. Food retail units of over 500m² should provide 12m bays for servicing. For larger A1 retail units over 2000m², one full size lorry bay per 2000m² for service vehicles should be provided.

If the development forms part of a group of smaller units, the total floor area of the entire group of units should be used to determine the number of service vehicle bays. Existing service facilities should also be taken into account.

A3 Food and Drink Establishments

Standards should be provided on a site specific basis, depending on the size of service vehicles and each location.

B1 Business

B1 Business use developments should provide service space only for 8m rigid service vehicles, as opposed to maximum sized (i.e. 10m) rigid vehicles at each location.

B2 General Industry and B8 Warehouse

Units under 300m² should provide a loading bay that can accommodate an 8m rigid vehicle. Units between 300m² and 1000m² should provide a loading bay for full-sized (10m) rigid vehicles. Beyond 1000m², there should be provision of full sized loading bays.

C1 Hotels

In addition to the coach parking provision standards, new hotel developments should also provide a loading bay for at least one 8m sized rigid vehicle. Any specific sites with alternative requirements should be reviewed separately.

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Appendix 3 - Glossary

Accessibility Management Plan: A plan which sets out how accessibility and inclusion will be monitored and maintained throughout the life of a development.

Adult Gaming Centre: An adult gaming centre is a place of gambling where access is restricted to persons over 18.

Air Quality Management Area (AQMA): An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

Betting Shop: A store where the primary activity on the premises is betting services. Each premises is permitted to have up to four gaming machines, known as fixed odds betting terminals.

Decentralised Energy Network: the local generation of electricity and where appropriate, the recovery of the surplus heat (combined heat and power – CHP) for purposes such as building space heating and domestic hot water production.

Greenfield Run-off Rates: The rate of run-off that would occur from the site in its undeveloped and therefore undisturbed state.

Green roof: A green roof, also known as an eco roof, living roof, or vegetated roof, is one that is either partially or completely covered in vegetation on top of the human-made roofing structure.

Heavily Parked Street: Streets where the percentage of cars parked on-street exceeds 80%, the safe and legal maximum level of parking.

Live-Work Premises: Purpose-built premises, or purposely converted units, comprising a mix of residential and business uses which cannot be classified under a single class within the Use Classes Order.

Local Employment Sites: Sites, outside of Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), which provide, or are capable of providing, local employment opportunities. These sites include those on the fringes of SIL and LSIS, scattered large sites and smaller sites dispersed throughout the borough including those in residential areas.

Locally Significant Industrial Sites (LSIS): Employment sites identified in the Core Strategy as being of significance to Brent's

economy. Occupancy within these sites is generally similar to that within SIL, but is more varied and may include office or trade uses.

Lifetime Neighbourhood: Places where, in view of an ageing society, transport, basic amenities, green spaces, decent toilets, and places to meet and relax, are consciously planned for people of all ages and conditions in mind within easy reach of homes, accessible to all and planned into proposals at the outset.

Major Developments: 10 or more residential units (or if a number is not given, where the area is more than 0.5 hectares), or 1000 sq m (or more) gross commercial floorspace.

Meanwhile Uses: The temporary use of vacant buildings or land for a socially beneficial purpose until such a time that they can be brought back into commercial use again.

Metropolitan Open Land: MOL are strategically important open spaces to London. MOL performs 3 valuable functions: 1) to provide a clear break in the urban fabric and contribute to the green character of London; 2) to serve the needs of Londoners outside their local area; and 3) contains a feature or landscape of national or regional significance. MOL is afforded the same level of protection

as the Green Belt and the London Plan stresses that there should be a presumption against development in these areas.

Neighbourhood Centres and Isolated Shop Units:

Neighbourhood Centres and isolated units are located outside of designated town centres. These shops serve a local retail need and play an important social role in the community as well as contributing to the character and function of the local area.

Open Space: All land in Brent that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a the broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Opportunity Areas: Areas designated in the London Plan as London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing.

Pawnbroker: A store which offers loans in exchange for personal property as equivalent collateral. In Brent many of these stores also provide a payday loan service.

Payday loan shops: A company that lends customers small amounts of money at high interest rates, on the agreement that the loan will be repaid when the borrower receives there next wages.

Playing Field: A playing field is an area containing at least one playing pitch (0.2 ha or more, including run-offs), irrespective of ownership.

Playing Pitches: A playing pitch means a delineated area which, together with any run-off area, is of 0.2 hectares or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010).

Primary Frontages: Frontages comprising a high proportion of retail uses which may include food, drinks, clothing and household goods. Primary frontage is shown on the Polices Map.

Primary Shopping Area: Area where retail development is concentrated comprising the primary and adjoining secondary frontages.

Public Transport Accessibility Level (PTAL):

A detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability.

Quiet Areas: The Environmental Noise (England) Regulations 2006 (as amended) require that Noise Action Plans for agglomerations (including much of Greater London) include provisions that aim to protect any formally identified 'Quiet Areas' from an increase in road, railway, aircraft and industrial noise.

Secondary Frontages: That part of a shopping centre outside the primary frontage, usually on the fringe, where units provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses. Secondary frontage is shown on the Polices Map.

Section 278 Agreement: A legally binding agreement between the Local Highway Authority and the developer to ensure that the work to be carried out on the highway is completed to the standards and satisfaction of the Local Highway Authority.

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Small and Medium Enterprises (SMEs):

Defined in EU law as enterprises which employ fewer than 250 people and which have an annual turnover not exceeding €50m, and/or an annual balance sheet total not exceeding €43m.

Social Infrastructure: A wide variety of services that are essential to the sustainability and wellbeing of a community such as education facilities, places of worship, health provision, community, cultural, recreation and sports facilities.

Strategic Industrial Location (SIL): These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including general and light Industrial uses, logistics, waste management and environmental Industries (such as renewable energy generation), utilities, wholesale markets and some transport functions.

Studio Flat: Also known as a studio apartment, a small apartment which combines living room, bedroom, and kitchenette into a single room.

Sustainable Urban Drainage System (SuDS):

An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

Tall Buildings: Buildings or structures that are more than 30m in height or significantly taller than surrounding development.

Transport for London Route Network (TLRN)

Road: The Transport for London Route Network is made up of roads that are owned and maintained by Transport for London (TfL). They are the key routes or major arterial roads in London.

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Appendix 4 - UDP Policies to be Superseded

When it is adopted the Development Management Policies will replace the remaining saved UDP policies as follows:

| Saved UDP Policy | To be superseded by |
|--|---------------------|
| STR 20 Affordable Housing Threshold | DMP 15 |
| STR 25 Protection of Local Employment sites | DMP 14 |
| STR29 Town Centre Vitality & Viability. Supporting Wembley & Kilburn | DMP 2 |
| BE24 Locally listed Buildings | DMP 7 |
| BE25-28 Conservation Area Development Issues | DMP 7 |
| BE31 Archaeological sites | DMP 7 |
| H4 Off-Site Affordable Housing | DMP 15 |

| Saved UDP Policy | To be superseded by |
|---|---------------------|
| H6 Protection of Existing Affordable Housing | DMP 16 |
| H17 Flat Conversions | DMP 17 |
| H18a-j, l Flat Conversion Standards | DMP 17 |
| H19 Flat Conversions; Access & Parking | DMP 17 |
| H22 Protection Of Residential Amenity | DMP 1 |
| H23b-c Supported Housing; New Build | DMP 20 |
| H24 Supported Housing; Conversions/Extensions | DMP 20 |
| TRN15 Forming an Access to a Road | DMP 11 |
| TRN22 Parking Standards: non residential | DMP 12 |
| TRN23 Parking Standards: residential | DMP 12 |

| Saved UDP Policy | To be superseded by |
|--|---------------------|
| TRN24 On-Street Parking | DMP 12 |
| TRN25 Parking in Town Centres | DMP 12 |
| TRN27 Retention of Essential Off-Street Parking | DMP 12 |
| TRN28 Restrictions on Off-Street Public Parking & Contract Parking | DMP 12 |
| TRN34 Servicing in New Development | DMP 13 |
| EMP2 Small and medium sized enterprises | DMP 14 |
| EMP9 Development of local employment sites | DMP 14 |
| EMP10 The environmental impact of employment development | DMP 1 |
| EMP13 Bad-neighbour uses | DMP 14 |
| EMP14 Design of business developments | DMP 14 |

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| Saved UDP Policy | To be superseded by |
|--|---------------------|
| EMP17 Reuse of redundant offices | DMP 14 |
| EMP18 General industrial developments | DMP 14 |
| EMP19 Warehouse developments | DMP 14 |
| EMP20 Creative industry proposals | DMP 14 |
| EMP21 Work-live development | DMP 14 |
| SH6-7 Non-Retail Uses, Changes of Use, | DMP 3 |
| SH9 Secondary Shopping Frontages | DMP 2 |
| SH10-11 Food & Drink (A3) Uses | DMP 1 & DMP 2 |
| SH13 Amusement centres | DMP 1 & DMP 2 |
| SH14 Minicab Offices | DMP 1 & DMP 2 |

| Saved UDP Policy | To be superseded by |
|---|---------------------|
| SH17-18 Isolated Shops & Other Parades | DMP 4 |
| SH19 Rear Servicing | DMP 13 |
| SH21-24 Shopfronts, Forecourts & Extensions | DMP 2 |
| SH26-27 Existing/New Retail Markets | DMP 5 |
| SH28-29 Car-Boot Sales | DMP 5 |
| TEA6-7 Hotel Development | DMP 6 |
| OS14 Wildlife Corridors | DMP 8 |

Table 6

The following policies are now covered by national and London Plan policy and therefore will not be taken forward in the Development Management Policies Document.

| Policies which will not be taken forward in the Development Management Policies Document |
|--|
| STR3 Development on previously developed urban land, STR5 Reducing the need to travel, STR6 Parking Controls and Standards, STR9 GLA Roads and London Distributor Roads, STR12 Protection of Public Health and Safety, STR13 Environmentally Sensitive forms of Development, STR14-15 Urban Design Strategy, STR30 Distribution of shopping facilities, STR36 Protection & enhancement of sites of nature conservation importance, BE1-12 Urban Design Quality & Sustainable Construction, BE13-15 Priority Areas for Townscape & Public Realm Enhancement, BE17 Building Services Equipment, BE19 Telecommunications, BE20-21 Advertisements, BE29 Distinctive Residential Character Areas, BE30 Enabling Development, BE32 Monuments / Earthworks, BE33 Tree Preservation Orders, BE34 Views/Landmarks, EP2 Noise & Vibration, EP3 Local Air Quality Management, EP4 Potentially Polluting Development, EP5 Development affecting existing potentially polluting development, EP6 Contaminated land, EP8 Notifiable Installations, EP10 Protection of Surface Water, EP12 Flood Prevention, EP15 |

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Policies which will not be taken forward in the Development Management Policies Document

Infrastructure, H5 Key Worker Housing, H11 Housing on Brownfield Sites, H12 Residential Quality; Layout Considerations, H13 Residential Density, H14 Minimum Residential Density, H15 Backland Developments, H20 Flats Over Shops, TRN1-4 Transport Assessment/ Impact, TRN6 Intensive Development at Transport Interchanges, TRN8 New Rail Stations – Design Considerations, TRN9 Bus Priority, TRN10 Walkable Environments, TRN11 London Cycle Network, TRN12 Road Safety & Traffic Mgt, TRN13 Traffic Calming, TRN14 Highway Design, TRN16 London Road Network, TRN17 Restrictions on New Roads, TRN18 North Circular Road, TRN20 London Distributor Roads, TRN29 Station Car Parks, TRN30 Coaches and Taxis, TRN31 Design & Land Take of Car Parks, TRN32 Provision & Protection of Rail & Water Freight facilities, TRN35 Transport Access for Disabled People, EMP3 Childcare facilities in employment developments, EMP6 Employee facilities in strategic employment areas, EMP14 Design of business developments, EMP16 Business, EMP22 Home-working, SH2 Town Centres Network & Major Town

Policies which will not be taken forward in the Development Management Policies Document

Centres, SH15 Loss of Residential above Shops, SH16 Local Centres, SH31-32 Ealing Road, SH33-35 Design Improvements & Servicing Harlesden, TEA1-2 Location of Tourist, Visitor and ACE uses, TEA4 Public Art, OS1-3 Metropolitan Open Land, OS5 Green Chains, OS9 Dual Use of open space, OS12-13 SSSIs and Sites of Important Nature Conservation, OS14 Wildlife Corridors, OS15 Species Protection, OS16 Welsh Harp & Fryent Country Park, OS17 New Wildlife Habitats, OS18 Childrens Play Areas, OS19 Location of Sports Facilities, OS20 Site Specific Sport Proposals OS21 Metropolitan Walks, OS23 Cemeteries and Crematoria, CF1-2 Location of Community Facilities, CF4 Community Facilities Capable of holding Functions, CF6 School places, CF7-9 School buildings, CF10 Development within school grounds, CF11 Day nurseries, CF13 Health care facilities, CF14 Places of worship, W3 New Waste Management/ Manufacturing Proposals – Environmental and Access, W4-W6 Safeguarding Waste Management Facilities, W8-W9 Construction/ Demolition/ Commercial Waste, W10 Incinerators, W11 Waste Transfer

Policies which will not be taken forward in the Development Management Policies Document

Facilities/ Waste to Landfill, W12 Aggregate Extraction, PR1 Major Developments In Park Royal, PR3 Public Realm Improvements in Park Royal, PR4 The Grand Union Canal in Park Royal

Table 7

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