



Planning Committee

Wednesday 21 August 2019 at 6.00 pm

Conference Hall - Brent Civic Centre, Engineers Way,
Wembley, HA9 0FJ

Membership:

Members

Councillors:

Denselow (Chair)
Johnson (Vice-Chair)
S Butt
Chappell
Hylton
Mahmood
Maurice
Sangani

Substitute Members

Councillors:

Ahmed, Dar, Ethapemi, Kabir, Kennelly, Lo,
W Mitchell Murray and Patterson

Councillors

Colwill and Kansagra

For further information contact: Joe Kwateng, Governance Officer
joe.kwateng@brent.gov.uk; 020 8937 1354

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democracy.brent.gov.uk

The press and public are welcome to attend this meeting

Members' briefing will take place at 5.00pm in Boardrooms 7 and 8

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Notes for Members - Declarations of Interest:

If a Member is aware they have a Disclosable Pecuniary Interest* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent and must leave the room without participating in discussion of the item.

If a Member is aware they have a Personal Interest** in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent.

If the Personal Interest is also significant enough to affect your judgement of a public interest and either it affects a financial position or relates to a regulatory matter then after disclosing the interest to the meeting the Member must leave the room without participating in discussion of the item, except that they may first make representations, answer questions or give evidence relating to the matter, provided that the public are allowed to attend the meeting for those purposes.

***Disclosable Pecuniary Interests:**

- (a) **Employment, etc.** - Any employment, office, trade, profession or vocation carried on for profit gain.
- (b) **Sponsorship** - Any payment or other financial benefit in respect of expenses in carrying out duties as a member, or of election; including from a trade union.
- (c) **Contracts** - Any current contract for goods, services or works, between the Councillors or their partner (or a body in which one has a beneficial interest) and the council.
- (d) **Land** - Any beneficial interest in land which is within the council's area.
- (e) **Licences** - Any licence to occupy land in the council's area for a month or longer.
- (f) **Corporate tenancies** - Any tenancy between the council and a body in which the Councillor or their partner have a beneficial interest.
- (g) **Securities** - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

****Personal Interests:**

The business relates to or affects:

- (a) Anybody of which you are a member or in a position of general control or management, and:

- To which you are appointed by the council;
- which exercises functions of a public nature;
- which is directed is to charitable purposes;
- whose principal purposes include the influence of public opinion or policy (including a political party or trade union).

- (b) The interests of a person from whom you have received gifts or hospitality of at least £50 as a member in the municipal year;

or

A decision in relation to that business might reasonably be regarded as affecting the well-being or financial position of:

- You yourself;
- a member of your family or your friend or any person with whom you have a close association or any person or body who is the subject of a registrable personal interest.

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. Declarations of interests Members are invited to declare at this stage of the meeting, the nature and existence of any relevant disclosable pecuniary, personal or prejudicial interests in the items on this agenda and to specify the item(s) to which they relate.		
2. Minutes of the previous meeting - 16 July 2019		1 - 12
APPLICATIONS FOR DECISION		
3. Preston Library, Carlton Avenue East, Wembley, HA9 8PL (19/1305)	Preston	17 - 54
4. The Willows, 136 Honeypot Lane, London, NW9 9QA (19/1350)	Queensbury	55 - 84
5. Argenta House, Argenta Way, London, NW10 0AZ (18/4847)	Tokington	85 - 130
6. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 60.		

Date of the next meeting: Wednesday 11 September 2019



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- The Conference Hall is accessible by lift and seats will be provided for members of the public on a first come first served principle.

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LONDON BOROUGH OF BRENT

MINUTES OF THE PLANNING COMMITTEE

Tuesday 16 July 2019 at 6.00 pm

PRESENT: Councillors Denselow (Chair), Johnson (Vice-Chair), S Butt, Chappell, Hylton, Mahmood, Maurice and Sangani

ALSO PRESENT: Councillors Ahmed), Dixon, Donnelly-Jackson and Kennelly.

1. Declarations of interests

None.

Approaches

The following approaches were declared:

Councillor Chappell Queens Parade and Willesden Baptist Church

Councillor Mahmood Queens Parade and Preston Way

Councillor Sangani Queens Parade

All members received communication from the agent for Queens Parade

2. Minutes of the previous meeting held on 19 June 2019

RESOLVED:

that the minutes of the previous meeting held on 19 June 2019 be approved as an accurate record of the meeting.

3. 2A, Preston Way and 283, 285 & 287 Preston Road, Harrow, HA3 (Ref.18/4902)

PROPOSAL: Demolition of buildings and erection of a 2 to 4 storey residential building comprising 35 self-contained flats (6 x studios, 12 x 1 bed, 10 x two bed and 7 x 3 bed) with basement level, provision for car and cycle parking and associated landscaping.

RECOMMENDATION: That the Committee resolve to GRANT planning permission subject to the prior completion of a legal agreement to secure the planning obligations set out within the Committee reports.

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

That the Head of Planning be granted delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out within the Committee reports.

That the Head of Planning be granted delegated authority to make changes to the wording of the Committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision

being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the Committee.

That, if by the "expiry date" of the planning application the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

Ms Victoria McDonagh (Development Management Team Leader, North Area) introduced the report and answered Members' questions. The application had been deferred from the last meeting when Members were minded to refuse it for the reasons stated within the report. She explained that the applicant had reviewed their affordable housing proposals and now proposed 2 affordable rented units (comprising a three bedroom and a two- bedroom home) and 1 shared ownership unit (studio). In respect of design, massing and scale, she drew Members' attention to the materiality of the extant consented planning permission which the applicant could implement for a 25-unit scheme. With that in view, it was considered that the current proposal would not result in undue harmful impact on the character of the locality.

Ms McDonagh informed the Committee that following surveys, officers in Transportation had advised that there was spare parking capacity available in the area hence the development would not have adverse impact on the junction operation. As such, parking demand can be safely accommodated within the site, but that if car ownership exceeded the average for the area, there would be spare on-street parking capacity available to accommodate the potential excess. The redundant crossover in Preston Road would also assist with the parking facilities. She continued that the arrangement for refuse collection was deemed to be safe as officers in Highways had confirmed that the route is straight and wide with few (if any) pedestrians along it.

Messrs Ben Thomas and Fred Akuffo (Agents) addressed the Committee and answered Members' questions. Mr Thomas drew Members' attention to the provision of affordable housing units as clarified by the officer and the viability assessment review to capture any uplift in values. He continued that the applicant had offered affordable housing with this application rather than implement the extant consent without affordable housing. He added that the height, massing and scale were not different from the consented permission. In response to questions about transport and parking, Mr Thomas drew attention to the submissions by the Council's Highways officers which confirmed acceptance.

Members then raised questions relating to transport generation and the methodology of the surveys conducted. Mr John Fletcher (Highways Officer) responded that the surveys which involved overnight and morning monitoring as well as site visits concluded that vehicle generation could be accommodated. He

added that any potential overspill could be addressed via the pay and display parking system available in the area.

Members expressed a view for the parking situation to be addressed properly and with that in mind, added a further condition that future occupiers will not be entitled to event day parking permits and also not be entitled to future CPZ permits.

DECISION: Granted planning permission as recommended with an additional condition that the residents will not be entitled to event day parking and future CPZ permits.

(Voting on the recommendation was: For 7, Against 1, Abstention 0).

Note: Councillor Maurice asked to be excused from the meeting after the consideration of this application.

4. Olympic Way and land between Fulton Road and South Way including Green Car Park, Wembley Retail Park, 1-11 Rutherford Way, 20-28 Fulton Road, Land south of Fulton Road opposite Stadium Retail Park, land opposite Wembley Hilton, land opposite London Design (Ref.19/1387)

PROPOSAL: Details pursuant to conditions 19a (materials), 20e (hard landscape works) and 20i (maintenance of landscape works) in relation to Olympic Way, Zone B (ii) relating to Hybrid planning application reference 15/5550 dated 23/12/2016 (as amended by 17/0328 dated 26/05/2017), accompanied by an Environmental Impact Assessment, for the redevelopment of the site

RECOMMENDATION: That the Committee resolve to approve the details submitted pursuant to conditions 19a, 20e and 20i of planning consent reference 15/5550 as varied by consent reference 17/0328 in relation to Olympic Way Zone B (ii).

That the Head of Planning be granted delegated authority to issue the decision.

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

The Committee agreed to receive representations for this and application reference 19/1474 simultaneously but to decide on them separately. Ms Hilary Seaton (Principal Planning Officer) introduced the applications and answered Members' questions. She clarified that as planning consent had already been granted, this application related solely to the approval of details pursuant to conditions attached to the consent, namely the materials, hard landscaping works and landscape maintenance. She continued that the installation of the light boxes on the walls of the underpass and the installation of advertising panels on the northern and southern parapets of Bobby Moore Bridge have also been previously

consented. The principle of installing the light boxes and parapet advertising panels in their current proposed positions have therefore already been established and approved.

Ms Seaton also clarified that the current application provided further details of the materials to be used and the construction methods to be employed in installing them. She noted that objectors had expressed concerns that the installation of the light boxes could damage the tile murals underneath however, officers were satisfied that adequate measures would be put in place to ensure that the tiles were protected. The details of the materials and the maintenance regime were also considered to be acceptable and suitable to ensure that the appearance and maintenance of the approved development will be of a high standard. Ms Seaton then referenced the supplementary report which also set out officers' responses to the following additional issues raised; the murals as a heritage asset and public art, the effect of the proposals on the heritage asset, amenity and protected views of the stadium from Bobby Moore Bridge.

Mr Phillip Grant of Wembley History Society (objector) addressed the Committee and answered Members' questions. Mr Grant stated that both applications related to heritage assets and as irreplaceable resource, they should be conserved in a manner appropriate to their significance. He continued that the reports were flawed in that they failed to identify and assess the impact of the proposals on the significance of the heritage assets and added that if the application was approved, the murals could be lost forever.

Ms Jaine Lunn (objector) speaking in a similar vein added that the applications constituted a breach of policies as set out in the Wembley Area Action Plan (WAAP) which recognised the importance of public art. She added that there was every need to protect the public view of the murals which were not only attractive but also an integral part of the visitor experience of Wembley Stadium.

Messrs Brett Harbutt and Julian Tollast (agents) addressed the Committee and answered Members' questions. Mr Harbutt explained the methodology of the proposed works and added that maintenance would be undertaken by specialist lighting contractors on behalf of Wembley Estates, so would not become a burden to Brent Council. He added that the physical works for this and the related application for advertisement (ref no 19/1474) had been carefully designed and would be closely monitored to ensure that physical damage to the tiles would not occur. He continued that the applicant would repair any damage caused during the installation of the light boxes, should this occur.

In response to Members' questions, the agents stated that the applications would not harm the protected views or cause any detriment to highway safety. He continued that the Chair of the Wembley History Society had written to the Council specifying the Society's overwhelming support to and its agreement to the proposals.

Mr Mark Price (Heritage Officer) advised that as the murals were less than 30 years old, they were not of heritage status and whilst they can be locally listed, that in itself would not afford any degree of protection.

In the ensuing discussion, some members expressed concerns over signage and potential damage to the tile murals which were within the ownership of the Council. It was expressed that condition be imposed to require the applicant to replace any damaged tile for like tile. Ms Seaton responded that a statement of significance had been received from the applicant together with details and drawings, Construction Method Statement and a commitment to repair any damaged tile. In response to a Member's enquiry about the legal aspects of the applications, Ms Marsha Henry (Senior Legal Adviser) advised that the reports were thorough and from a legal standpoint, she felt comfortable with them.

DECISION: Approved the details pursuant to the conditions as recommended and additional conditions on signage plans and restoration of any damaged mural tiles to the original condition (like for like).

(Voting on the recommendation was: For 5, Against 2, Abstention 0).

5. Bobby Moore Bridge and Underpass, Olympic Way, Wembley (Ref.19/1474)

PROPOSAL: Installation of 2 internally illuminated LED advertisement displays attached to the northern and southern parapets of Bobby Moore Bridge. Use of the light boxes to east and west wall beneath Bobby Moore Bridge approved under planning consent 17/3840 for advertising purposes.

RECOMMENDATION: That the Committee resolve to GRANT advertisement consent subject to conditions and informatives.

That the Head of Planning be granted delegated authority to grant advertisement consent subject to conditions and informatives to secure the matters set out within the Committee reports.

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

Please see previous application reference 19/1387 for the preamble.

DECISION: Granted advertisement consent subject to conditions and informatives as recommended.

(Voting on the recommendation was: For 5, Against 2, Abstention 0).

6. 1-12 INC, Queens Parade, Willesden Lane, Willesden, London, NW2 5HT (Ref.17/0322)

PROPOSAL: Demolition of existing retail units and erection of part-five, part-seven, part-eight storey building, comprising 106 student residential

accommodation units (Use class Sui Generis) on the upper floors, ground floor retail floorspace of providing 5 commercial units (Use class A1) and entrance lobby for the student accommodation; At basement level ancillary student accommodation along with cycle parking, bin stores, laundry and plant room ancillary to the student accommodation, with associated enhancements to the public realm at street level.(amended plans)

RECOMMENDATION: That the Committee resolve to GRANT planning permission subject to the prior completion of a legal agreement to secure the planning obligations set out within the Committee reports.

That the Head of Planning be granted delegated authority to negotiate the legal agreement indicated above and to issue the planning permission and impose conditions (and informatives) to secure the matters set out within the reports.

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

That, if the legal agreement has not been completed by the statutory determination date for this application (including determination dates set through agreement), the Head of Planning be granted delegated authority to refuse planning permission.

Mr Damian Manhertz (Development Management Team Leader, South Area) introduced the application which was deferred from the meeting in April due to Members' concerns. Since then, amended plans had been received which sought to address those concerns. He detailed the amendments which included a reduction in the number of student units to 106 (from 120); an increase in the student ancillary areas to 297 sq.m (from 65 sq.m); relocation of the entrance to a more central location towards Walm Lane away from Willesden Lane; reduced massing of rear block (facing onto Walm Lane) with the loss of 14 units; removal of 1 storey from the frontage of Walm Lane and 2 storeys to rear facing Electric House to the south. He outlined measures to mitigate against overlooking and to improve the residential amenity areas of occupants of Electric House. Mr Manhertz continued that the basement accommodation would be predominantly utilised as amenity space with a seating area proposed to the front of the entrance area.

Rachel Leharne (objector) raised concerns about the amended scheme on the following grounds; the scheme constituted an over-development of the site; amenity, daylight and sunlight to Electric House would be sacrificed; BRE levels would be reduced; impact on outlook had not been properly considered and delivery/servicing assessment and its impact had not been carried out properly.

She therefore requested the Committee to require a robust review of the revised proposed development.

Mr James Ward, objected to the scheme on the grounds that the proposed student units conflicted with the Core Strategy and the London Plan by its failure to provide affordable housing. He added that the volume of students together with the proposed unloading time would result in an unacceptable level of noise to the detriment of local amenity and also cause disruption to vital road access. Mr Ward continued that the excessive height of the proposed development would be out of character with the properties within the Conservation Area, which could set a precedent for similar undesirable developments in the area.

Councillor Fleur Donnelly-Jackson stated that she had been approached by the local residents. Councillor Donnelly-Jackson echoed the residents' objections, adding that the height would not be in keeping with the character of the Conservation Area. She added that the site, being at a busy corner of Willesden Lane and Walm Lane, would be inappropriate for the proposal. She expressed that the delivery assessment was flawed. Members heard that the level of noise that would be generated could result in anti-social behaviour and loss of residential amenity. Councillor Donnelly-Jackson concluded that the development would cause overshadowing, detrimental impact on privacy and amenity of the occupiers of Electric House and the nearby residential home.

Mr Simon Owen (agent) informed the Committee that the scheme was amended as a result of the feedback from the consultations and exhibition following the last deferral. He then outlined the amendments and added that student accommodation was proposed due to the constraints of the site. In response to a Member's enquiry, Mr Owen stated that retail units would be provided to the ground floor and that the proposal would address the significant under-supply of student accommodation in the area.

In the ensuing discussion, Members raised issues relating to affordable housing, separation distance, daylight and sunlight, parking and consultation. Members heard from Mr Manhertz that as the scheme was for a student accommodation there was no requirement for family housing and that adequate separation distance would be maintained thus preventing potential harm to the living conditions of the occupiers of the adjoining Electric House. The issues about daylight and sunlight would impact only a small corner of Electric House without causing any material harm. Officers also clarified the parking/servicing and drop off arrangements designed to reduce any parking stress and added that the consultation undertaken and the amendments submitted were acceptable.

DECISION: Granted planning permission as recommended.
(Voting on the recommendation was: For 3, Against 1, Abstention 3).

**7. Willesden Green Baptist Church, High Road, London, NW10 2PR
(Ref.18/4746)**

PROPOSAL: Demolition of existing single storey adjoining structure to rear of church and erection of a part two and part three storey rear extension, internal

alterations to create new mezzanine and upper floors to facilitate the creation of 9 x self-contained flats (3 x 1 bed, 5 x 2 bed and 1 x 3 bed) including 7 x side and rear dormer windows; new front entrance and residents lobby area, retention of the Huddelstone Street facade; alterations to front boundary wall, new access gates to allow vehicle and pedestrian access from Huddelstone Road; with associated residential cycle storage and refuse facilities to serve both the residential and church buildings.

RECOMMENDATION: To grant planning permission subject to conditions.

That the Head of Planning be granted delegated authority to issue the planning permission and impose conditions and informatives to secure the matters set out within the Committee reports.

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

Mr Damian Manhertz (Development Management Team Leader, South Area) introduced the report and answered Members' questions. Members heard that the proposal would provide 525sqm of floor space, including two large halls and a number of smaller ancillary rooms and sufficient space for the church to continue and support its ongoing community work. He added that the relationship between the proposed development and all surrounding properties was considered to be acceptable in terms of loss of light, overlooking and disturbance. The use of a 'permit free' agreement by condition for the proposed residential units would mitigate against on street parking concerns in the area. He added that the presence of a CPZ and good transport links would mitigate against any potential increase in the volume of traffic to the Church.

Councillor Fleur Donnelly-Jackson stated that she had been approached by the local residents. Councillor Donnelly-Jackson requested that adequate measures, including installation of a level gate, be put in place to address potential anti-social behaviour in the Huddelstone Road access to the Church.

Reverend Minister Akinola (applicant) informed the Committee that the current application for 9 units and the removal of the basement was based on viability assessments. He then outlined aspects of the application adding that the Church would still be of an appropriate size and maintain sufficient facilities to continue its charity and community work.

DECISION: Granted planning permission as recommended.
(Voting on the recommendation was: For 7, Against 0, Abstention 0).

8. All Units at 4-9 INC, and Garages rear of 4-9 Gladstone Parade, Edgware Road, Cricklewood, London (Ref.18/4777)

PROPOSAL: Demolition of the existing mixed used building and garages and construction of a part three to six storey building providing 225 sqm of flexible retail floorspace for shops/financial professional services (Use Class A1/A2) and hot food takeaway (Use class A5) and 155 sqm for public house (Use Class A4) at ground floor level, and 54 residential units (Use Class C3) comprising 19 x 1 bed, 21 x 2 bed and 14 x 3 bed units with associated car and cycle parking spaces, bin stores and landscaping.

RECOMMENDATION: That the Committee resolve to GRANT planning permission subject to the prior completion of a legal agreement to secure the planning obligations set out within the Committee reports.

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

That the Head of Planning be granted delegated authority to issue the planning permission and impose conditions (and informatives) to secure the matters set out within the Committee reports.

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

That if by the 16th October the legal agreement has not been completed, the Head of Planning be granted delegated authority to refuse planning permission.

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

Mr Damian Manhertz (Development Management Team Leader, South Area) introduced the report and answered Members' questions. Members heard that the scheme complied with planning policy objectives and was in general conformity with local, regional and national policy. The efficient use of the land would result in a substantial number of new homes, helping to meet housing targets, and secure the maximum viable proportion of affordable housing. It was considered that the form of development would have an acceptable impact on and relationship with the existing surrounding development without undue harm to the surrounding amenity. Mr Manhertz explained that a well-considered landscape strategy was proposed which, combined with the proposed standard of design and layout of buildings, would ensure a high standard of development and a good quality residential environment for future occupiers. He then referenced the

supplementary report which set out additional representations and officers' responses to them.

In accordance with the Planning Code of Practice, Councillor Dixon stated that she had been approached by the local residents. Councillor Dixon objected to the application on the following grounds;

Overdevelopment of the site with single aspect sub-standard accommodation.

Excessive height

Loss of privacy to the detriment of residential amenity.

Excessive density levels above the national average.

Poor air quality and pollution levels.

Strain on local roads and infrastructure.

In concluding her address, Councillor Dixon requested the Committee to require the applicant, by way of condition, to plant trees and install mechanical ventilation to mitigate poor air quality and pollution levels in the area.

Ms Gill Close (Chair of Dollis Hill, Residents' Association) echoed similar sentiments, highlighting excessive density, inadequate amenity spaces, the need for the single aspect units to be reduced and tree planting to minimise dangerous pollution levels along that stretch of Edgware Road.

Messrs Ben Kelway and Sonny Gowans (agents) addressed the Committee. Members heard that the current application had been revised to optimise land use in terms of scale, sustainability and energy efficiency. The scheme would offer a good standard of accommodation including the provision of 6 affordable housing, 14 family homes and an improved residential amenity including daylight, privacy and outlook. Mr Kelway added that air quality assessment had been submitted with the application. In response to questions, Mr Kelway stated that the right of way would be maintained and that the applicant would agree to an additional condition for the installation of a mechanical ventilation.

During question time, Members focussed on measures to mitigate pollution levels and improve air quality, consultation and parking issues. Mr Manhertz responded that the air quality assessment submitted with the application complied with the Air Quality Action Plan. He added that landscaping had been conditioned but not tree planting. He clarified that consultation with residents which included site and press notices, was beyond the statutory requirement. Mr John Fletcher (Highways) added that as parking controls (CPZ) were not in operation in the area, parking permit restriction would be put in place to reduce potential parking problems that could arise from the development.

In approving the application, Members added a further condition requiring the applicant to install a mechanical ventilation to mitigate poor air quality and pollution levels to the occupiers of the proposed development.

DECISION: Granted planning permission as recommended with an additional condition for mechanical ventilation to mitigate poor air quality and pollution levels. (Voting on the amended recommendation was: For 4, Against 1, Abstention 2).

9. Any Other Urgent Business

None.

The meeting closed at 9.55 pm

COUNCILLOR J. DENSELOW
Chair

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APPLICATIONS FOR DECISION

Introduction

1. In this part of the agenda are reports on planning applications for determination by the committee.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Material planning considerations

4. The Committee is required to consider planning applications against the development plan and other material planning considerations.
5. The development plan for Brent comprises the following documents:
 - London Plan March 2016
 - Brent Core Strategy 2010
 - Brent Site Specific Allocations 2011
 - West London Waste Plan 2015
 - Wembley Action Area Plan 2015
 - Sudbury Town Neighbourhood Plan 2015
 - Saved 2004 Unitary Development Plan Policies 2014
6. Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.
7. Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
8. Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
9. Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that

adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.

10. In accordance with Article 35 of the Development Management Procedure Order 2015, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
11. Members are reminded that other areas of legislation cover many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
 - **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by **Highways Legislation**.
 - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the **Party Wall Act**.
 - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

Provision of infrastructure

12. In accordance with Policy 6.5 of the London Plan (2015) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund CrossRail. Similarly, Brent Council's CIL is also payable. These would be paid on the commencement of the development.
13. Brent Council's CIL provides an income stream to the Council to fund (either in whole or in part) the provision, improvement, replacement, operation or maintenance of the following types of new and existing infrastructure:
 - public realm infrastructure, including town centre improvement projects and street trees;
 - roads and other transport facilities;
 - schools and other educational facilities;
 - parks, open space, and sporting and recreational facilities;
 - community & cultural infrastructure;
 - medical facilities;
 - renewable energy and sustainability infrastructure; and
 - flood defences,
14. except unless the need for specific infrastructure contributions is identified in the Section 106 Planning Obligations Supplementary Planning Document or where section 106 arrangements will continue to apply if the infrastructure is required to make the development acceptable in planning terms.
15. Full details are in the Regulation 123 List is available from the Council's website: www.brent.gov.uk.

16. Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through a section106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

Further information

17. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

Public speaking

18. The Council's Constitution allows for public speaking on these items in accordance with the Constitution and the Chair's discretion.

Recommendation

19. The Committee to take any decisions recommended in the attached report(s).

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

21 August, 2019
03
19/1305

SITE INFORMATION

RECEIVED	4 April, 2019
WARD	Preston
PLANNING AREA	Brent Connects Wembley
LOCATION	Preston Library, Carlton Avenue East, Wembley, HA9 8PL
PROPOSAL	Redevelopment of preston library including erection of a part 2 to part 4 storey building comprising a library on ground floor and 12 self-contained flats (6 x 1 bed, 2 x 2 bed and 4 x 3 bed), provision for private amenity space, parking, cycle and refuse storage, new access and associated landscaping
PLAN NO'S	See C2
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_144760</p> <p><u>When viewing this as an Hard Copy _</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "19/1305" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

Recommendation

A. That the Committee resolve to GRANT planning permission.

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

Conditions:

1. Time limit for commencement (3 years)
2. Approved Plans
3. Affordable Housing
4. Nominations Agreement
5. D1 use
6. Parking and Cycle Spaces
7. Water Consumption
8. No C4 use
9. Disabled Units
10. Considerate Constructors Scheme
11. Flood Risk Assessment
12. Ecological Assessment
13. Training and Employment details required
14. Construction Logistics Plan
15. Non-Road Mobile Machinery
16. Carbon Offsetting Contribution to be Paid through Agreement
17. Soil Contamination Assessments to be submitted
18. Piling Method Statement to be submitted
19. Details of Materials to be submitted
20. Details of Highway Works to be submitted
21. Car Park Management Plan to be submitted
22. CCTV details to be submitted
23. Landscaping Details to be submitted
24. Details of Photovoltaic Panel Arrays required
25. Details of Television Aerial and satellite Dish System
26. Details of any potential Plant Machinery to be submitted

27. Details of screening to the proposed terrace area and balconies
28. Details of Informal Play Area to be submitted
29. Opening Hours
30. Further details of the works to T4 to be submitted


Informatives

1. CIL liability
2. Party Wall Information
3. Building Near Boundary Information
4. Notify Highways Service of Intent to Commence Works
5. Guidance Notes from Thames Water
6. London Living Wage Note
7. Fire Safety Advisory Note
8. Any other informative(s) considered necessary by the Head of Planning

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

2. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: Preston Library, Carlton Avenue East, Wembley, HA9 8PL</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is
indicative only.

PROPOSAL IN DETAIL

The application is seeking permission to demolish the existing library building to replace it with a development comprising a new library and 12 homes. The proposed replacement would be a part 2, part 4 storey building positioned towards the centre of the site. The library would be located on the ground floor while the rear portion of the ground floor would comprise a two bedroom home. The upper floors would accommodate the remainder of the homes. The proposed residential mix will comprise of 6 x 1bed, 2 x 2bed, and 4 x 3bed homes. All will be affordable rented units.

An undercroft access point would be located towards the south eastern portion of the site and this would provide vehicle access to the proposed parking area. The car park would be reconfigured to provide 6 car parking spaces (5 spaces for residential use with one of these spaces marked for accessible space and 1 for library use). The single storey projection towards the western segment of the development would facilitate a bin and cycle storage. A garden terrace area will be provided second floor and would occupy the eastern portion of the new build.

EXISTING

The application site comprises a single storey building in use as a library (known as Preston Library) located on Carlton Avenue East. It is registered as a community asset by the Council.

The site is not subject to any planning designations but it located within land that is liable to surface water flooding. The site just sits outside the boundaries of Preston Road Town Centre.

To the west and south are existing residential properties and to the east is a car sales garage on Preston Road. The north of the site adjoins rear garden and the service road to the commercial units on Preston Road.



SUMMARY OF KEY ISSUES

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

- 1. Representations received:** A number of local representatives (67 objections) have been made to this application for a variety of reasons. Officers consider that the proposal is acceptable for the reasons set out in this report.\
- 2. Proposed Library:** The proposal results in the redevelopment of the library, but a new library would be provided. The new facility will be smaller than the existing facility in terms of footprint, but will be far more usable and formed of one large space rather than the existing segregated library layout.
- 3. Design, layout and height:** The proposed contextual design and height of the development would appear an appropriate transition between the properties along Preston Road and the traditional two storey dwellings west of the application site.
- 4. Quality of the resulting residential accommodation:** The residential accommodation proposed is of sufficiently high quality. The mix of units is in accordance with the standards within the London Plan and is in accordance with the Core Strategy target mix. The flats would satisfy levels of good outlook and light. The amount of external private/communal space complies with DMP19 and site is also within walking distance from Preston Park.
- 5. Neighbouring amenity:** The proposal would not result in an unduly detrimental impact to neighbouring residential properties, having regard to BRE and Council guidance. The overall impact of the development is

considered acceptable.

6. Highways and transportation: The scheme is to provide suitable provision of car and cycle parking and will encourage sustainable travel patterns. Additional highway improvements will be secured to ensure the development would not have a negative impact on the existing highway.

7. Trees and landscaping: The Tree Officer was satisfied with the relevant tree reports submitted with the application. The loss of the trees on site is considered satisfactory and replacement planting is acceptable.

8. Environmental impact, sustainability and energy: The measures outlined by the applicant achieve the required improvement on carbon savings. Conditions will require further consideration with regards to the carbon off set payment to achieve the zero carbon policy requirement.

RELEVANT SITE HISTORY

No relevant planning history.

CONSULTATIONS

Public Consultation

188 individual properties were consulted on the application on 30 April 2019. In addition, a site notice was displayed on 30 April 2019 and the application was advertised in the local press on 9 May 2019.

Objections were received from 67 individual properties, together with an objection from the South Kenton and Preston Park Residents Association.

A summary of the objections and officer response is discussed below:

Summary of Objections:

Topic Area	Point of Objection	Officer Response
Parking and related transport concerns	6 parking spaces not sufficient and this will result in on street parking within the area.	See paragraphs 43-47
	The development will result in traffic issues along the junction	See paragraphs 48-52
	The development will result in congestion along the nearby highway	See paragraphs 48-52
	The proposal will result in the removal of the existing bus stop.	The proposal would not interfere with the existing bus stop.
	Building works always tend to overrun the stipulated period leading to more misery for the residents. Bus diversions will cause inconvenience to the residents who rely on the bus service quite a lot.	Bus diversions will not occur. An updated Construction Management Plan has been requested via a condition.
	The new library will only have 1 parking space. This will be inadequate most of the time, but particularly when there are	See paragraphs 43-47

	events at Wembley stadium. A CPZ should be introduced in the area to off set the impact of this proposal and existing residents have their permits funded by the Council for a 3-year period.	
Design	The proposed is not appropriate within the area.	See paragraphs 17 - 19
	Scale, bulk and massing of the proposed development is not in keeping with the character of the existing street scene.	See paragraphs 17 - 19
	Scale and design of the development will be entirely out of keeping.	See paragraphs 17 - 19
	The proposal allows very little space for landscaping and we believe that it would lead to gross over-development of the site.	Elements of soft landscaping will be provided throughout the site.
	The development would lead to the loss of valuable green space.	The existing site currently occupies very little green space and mainly comprises of hardstanding.
	Concerns raised regarding crime linked to the development	The development is considered appropriately development to ensure high standards of safety.
	The proposed development also affects future development to the neighbouring site.	The eastern flank elevation adjacent to the boundary would not incorporate any flank glazing and as such development would not be hindered at this site.
	The proposal fails to comply with the objectives of SPG17.	SPG17 has been superseded and SPD1 is used by officers for design guidance throughout the Borough.
	Area was originally a conservation area. No regard had to special character of the area	The site is not situated within a Conservation Area.
Library Concerns	Library would incorporate less floorspace when compared to the existing library.	See paragraphs 1-9
	Will the library be available to the Preston Community Library for as long as the Library can run (i.e. indefinite) and that this will be at an	The planning statement verifies that Preston Community Library will occupy the library.

	agreed peppercorn rent	
	Proposed library replacement is simply not fit for purpose, too small, not enough natural light	See paragraphs 1-9
	What provisions have been put in place for temporary accommodation for a library.	Whilst the redevelopment of the library is underway, the library will be temporarily relocated to an interim accommodation (off site) at Ashley Gardens.
	The overall layout and quality of the proposed library is poor.	See paragraphs 1 - 9
	Library should be naturally ventilated as air conditioning not environmentally friendly and would result in noise and disturbance to neighbouring properties.	The library would be fixed glazing with mechanically ventilated with high efficiency heat recovery and summer bypass, please see the Energy Strategy for more information.
	Loss of community facility could lead to increased levels of crime for youth population	Proposal would not result in the loss of existing library.
Impact on Residential Amenities	The additional units will result in an increase in noise levels.	The introduction of the residential units and library use are not considered to result in significant noise levels given the site proximity to the commercial units along Preston Road.
	The proposal would result in overlooking and a loss of light with regards to the rear gardens adjacent to the sit	See paragraphs 23-26
	Residents will be disturbed during the construction period, and school children would be at risk when walking pass the construction site.	Refer to Environmental Considerations section of the report.
	Roof terrace provides no natural surveillance of the space (see requirements inSD1). This means that the terrace is susceptible to anti-social activities.	Details for security measures of these area have been recommended to be provided via a condition.
	Proposal would have a negative impact on the rear gardens of the nearby neighbouring properties, including proximity of bin and bike shed.	See paragraphs 23-26

	The development does not comply with the 30 degree and 45 degree angle	See paragraphs 23-26
	Privacy screens should be confirmed to be 1.8m if not higher.	A condition has been recommended by Officers requesting these details prior to occupation.
	The development would result in light pollution to the neighbouring residential properties.	Given the nature of the proposed uses it is not considered that the light generated from the development would have a negative impact on the residents in the area. Preston Road which contains high levels of illumination is situated within close proximity to the residential dwellings along Carlton Avenue East.
Other Matters	There is no clear statement about the type of housing that will be built and who will be moving to the area.	The proposed development seeks to deliver a scheme where 100% of the units will be affordable through onsite provision and the Planning Statement submitted with the application refers to this within point 7.20
	Adjoining businesses will experience loss of light and privacy and are at higher risk of crime	The development would allow for appropriate separation distance with regards to the local businesses east of the site.
	Issues raised with regard to trees on site and within the vicinity of the site.	See paragraphs 60-61
	The consultation has not been satisfactory and not advertised to the public in the correct manner.	The correct consultation has occurred in accordance with legislation and the Brent Statement of Community Involvement.
	Strain on local services such as schools, GPs and dental surgeries	Funding for infrastructure is provided via the Community Infrastructure Levy charged on all new developments
	When building works are carried out, there is the danger that the rat population might move.	This matter is not a material planning consideration and if rodents are an issue during construction then the Council's pest control team should be contacted.
	Proposed development construction safety plan showing hording is taking over	A condition has been recommended by officers requested amendments to

	public footpath and 2 cabins on the highway.	this arrangement.
	Amenity space and size of flats provides very poor quality housing which the Council should not be building	See Standard of Accommodation section of the report.
	Issues were raised with regards to a nearby watercourse.	This is not material planning consideration and would be covered under Building Control legislation.
	The development will cause disruption to neighbours.	The Construction Method Statement, Air Quality Assessment and Noise Assessment have outline measures to prevent disruption to nearby residents.
	Matters raised regarding a restrictive covenants on the land	This is not a material planning consideration and is a legal matter.
Other	The flood risk assessment does not indicate the location of the soakaway and the impact on the existing surface water systems, nor existing culverts under the site.	Refer to Flood Risk and Drainage section of the report.
	The air quality assessment refers to a different address.	During the course of the application the agent explained that this was typo. Officer's agreed as the main elements of the report make reference to the application site. A revised document was therefore provided during the course of the application.
	The Community Involvement proceedings were not satisfactory.	Officers are of the opinion that the Community Involvement was satisfactory, meeting national and local requirements.
	Reference was made to the previous refusal at the site east of the site. (Ref: 08/3173)	Each application must be considered on its merits having regard to current planning policy and guidance..
	The proposal would harm emergency service along the adjacent highways.	Officers consider that the development would not affect emergency service access on the highway.
	Reference was made to refusal at 176 – 188 Preston Road (application 18/4800)	The characteristics of this site a different to that of the application site. Furthermore each site is

		assessed on its own individual merits.
	No details of costs associated with build available for public to view	The submission of a Financial Viability Assessment was not required for this application as 100 % Affordable Housing is proposed.
	Why is council building more housing when Strathcona School is being closed	Planning policy sets out the requirement for additional homes in the borough and the proposal accords with this policy.

Representations have also received from Cllr Kennelly. These are summarised below:

- The Councillor recognised the benefits of re-providing the library facility to allow its continued operation in the long term,
- The Councillor raises concerns have been highlighted regarding the impact of the proposal upon the privacy of the properties on Longfield Avenue and the need to remove windows/balconies facing onto these properties,
- The Councillor raises concerns that the design of the building is not in keeping with the character of the area and could set a precedent.

These matters have been discussed above, or are covered in the main body of this report.

3 comments from individual properties supporting the proposal was made. A summary of the reasons for supporting the proposal is set out below:

- Proposal will provide much needed affordable housing within the borough in a decent standard of accommodation
- Site is in a sustainable location close to local amenities, transport links and schools
- Proposal will allow the long term operation of the library to take place on the site in a modernised building

Consultee Comments

Thames Water: _

No objections raised and recommended a condition to be included to any consent requesting a piling method statement.

Environmental Health:

Raised no objections.

Updated noise report and air quality reports were provided during the course of the application with additional mitigation measures and the Environmental Health Officer was satisfied with these.

The Officer requested conditions regarding additional reports in relation to soil investigations studies.

Flood Risk Consultee: _

The officer raised no objections to the proposal.

Secure by Design Comments: _

A number of matters have been highlighted in relation to the refuse arrangements, undercroft will require CCTV cameras, issues raised with regards to the fire exit strategy, Library roof lights need to be LPS 1175 certified with laminated glass on the external side, landscaping plan of the external area in front of the building needs to maximise surveillance from the street both pedestrian and vehicles and a Lighting Strategy is important.

These are discussed within the remarks section.

Tree Officer: _

The Officer was satisfied with the removal and replacement of Trees T1, T2, T3 and T5. With regards to T4 False Acacia, more information was requested in relation to its removal. The Tree Officer was satisfied with this and recommended conditions which detailed below in the list of condition.

Community Involvement

The NPPF paragraph 40 encourages applicants to engage with the local community before submitting their applications, and Brent's Statement of Community Involvement (SCI) sets out the level of pre-application engagement recommended according to the size of the scheme.

A Statement of Community Involvement was submitted, detailing the activities carried out by the applicant. Meetings were arranged to discuss the scheme with the Local and Ward Councillors and members of Preston Community Library. A one-day public consultation event was held on 18th September 2018 between the hours of 3pm and 8pm. The event was published with a leaflet that was distributed to week commencing 10th September. A total of 375 leaflets were posted to local residents. The leaflet was also available at the Public Consultation, and feedback closed on Friday 5th October 2018.

The outcome of the public consultation were relatively negative but Preston Community were satisfied with the layout of the proposed library.

POLICY CONSIDERATIONS

Policy Considerations

National Planning Policy Framework 2019

London Plan 2016

- 3.3 - Increasing Housing Supply
- 3.4 - Optimising housing potential
- 3.5 – Quality and Design of Housing Development
- 3.6 - Children and young person's play and informal recreation facilities
- 5.2 - Minimising Carbon Dioxide emissions
- 5.12 - Flood Risk Management
- 5.13 - Sustainable Drainage
- 5.15 - Water Use and Supplies
- 6.3 - Assessing effects of development on transport capacity
- 6.9 - Cycling

Brent's Core Strategy 2010

CP1: Spatial Development Strategy
CP2: Population and Housing Growth
CP19: Brent Strategic Climate Change Mitigation and Adaptation Measures
CP21: A Balanced Housing Stock
CP23: Protection of existing and provision of new Community and Cultural Facilities

Brent's Development Management Policies 2016

DMP 1: Development Management General Policy
DMP 9 B: On Site Water Management and Surface Water Attenuation
DMP 11: Forming an Access on to a Road
DMP 13: Movement of Goods and Materials
DMP 15: Affordable Housing
DMP 18: Dwelling Size and Residential Outbuildings
DMP 19: Residential Amenity Space

Supplementary Planning Guidance 1 - Brent Design Guide

Brent Waste Planning Guide 2013

All of these documents are adopted and therefore carry significant weight in the assessment of any planning application. In addition, the Draft New London Plan is currently undergoing an Examination in Public and carries substantial weight as an emerging document that will supersede the London Plan 2016 once adopted. Brent's Local Plan Consultation Draft 2017 ('Shaping Brent's Future Together') has recently been subject to public consultation and also carries some weight in determining this application.

DETAILED CONSIDERATIONS

Principle

Replacement Library Residential Use:

1. The site currently comprises of a single storey building that is currently utilised as a community library. It has a floor area of 250sqm. The building was constructed in the 1960s and was purpose built for use as a library. The library was closed in 2011 by the Council and was subsequently used as a temporary school in order to provide sufficient primary school places while the authority developed permanent arrangements.
2. During the period of September 2012 and April 2015, and September 2015 and April 2016 the building was used by Preston Park Primary School and Wembley High Technology College (respectively), to provide 60 reception places, in advance of the permanent expansion of the main school buildings being completed. It should be noted that as both education and library uses fall within use class D1 use, planning permission was not required to use the building for education purposes.
3. The building has more recently been used by Preston Community Library, with a short term

license agreed by the Council. The library is open four days a week (Monday, Wednesday, Friday and Saturday), and has up to 5 volunteers who help support the running of the community library depending on the number of activities that are taking place on any given day.

4. The proposal would result in the demolition of the existing library and the redevelopment of the site to include a new library with the introduction of 12 new residential units. It is considered that the existing building does not have any specific architectural merit and does not have any formal, statutory or local heritage designation that would merit its retention, and as such the Local Planning Authority raises no in principle objection to its demolition.
5. Policy CP23 of the Brent Core Strategy seeks to protect community uses within the Borough. It is recognised that opportunities for new community facilities are generally limited as they are unable to compete financially, on equal terms, with the higher land value uses such as commercial, residential or mixed use developments.
6. The proposed development would result in the provision of a new, fit for purpose community use in the form of a new library building, designed and constructed to contemporary standards. The new library would be situated at ground floor level measuring approximately 206sqm. Whilst it is acknowledged that there would be a net loss in floorspace for the proposed library (by 44sqm) over the existing arrangement, consideration needs to be given to the layout and usability of the proposed space. It is considered that the proposed development would provide an improved and enhanced library and community facility in terms of quality via flexible and adaptable D1 space, which will better meet the needs of the library users. The proposed layout has been designed taking into consideration Preston Community Library's long-term service delivery needs and spatial requirements, along with having contemporary services and facilities. A series of design workshops in collaboration with Preston Community Library were conducted ensuring the layout is suitable and meets their needs. It is considered that the existing library building is of a low quality, and the design and layout of the building does not adequately deliver floorspace of a high enough quality to deliver a successful contemporary library.
7. The new design approach would provide a space that would be better designed, more efficient and more engaging for library users and it is considered that the small decrease in floorspace over the existing library building is considered acceptable in this instance. Furthermore the re-provision of a modern building with the facilities purpose designed to meet both adopted policy requirements, and floorspace suitable for the local community to use the flexible room for a variety group based activities with scope host activities and events in a more effective and flexible way. Overall it is considered that the new library would provide a new, high quality modern library for the local community.

Library breakdown:

Existing Library	Proposed Library
4000 books	6000 books
IT Space, Main Library and Cinema Area = 103sqm	Main Library, Adaptable Space, Quiet Zone, Adaptable Space = 84sqm
Flexible Space = 51sqm	Flexible Space = 72sqm

Office Space, Kitchen + Welfare = 29sqm	Office Space, Kitchen + Welfare = 17sqm

8. The new library would be able to hold more people given the ability to adapt these spaces in line with requirements. As a result of this space flexibility/adaptability, the library could also accommodate more events being undertaken at the same time. The proposed library would also be mechanically ventilated for its users, and would be a more comfortable environment.
9. The existing library is a designated Asset of Community Value (“ACV”), a designation that recognises the importance of the use to the community and its wellbeing. It is important to note that the designation does not mean that the site cannot be redeveloped but that the local community is given a six-month period to make a bid for the asset should it be sold. Policy CP23 has the overriding aim of protecting existing communities. Although the development proposal does involve the loss of the existing library building, and objections to this are noted, it is proposed to re-provide a library on the ground floor. Designation does not prohibit any potential redevelopment of the site but instead requires an owner wishing to sell the ACV to give the community six months to raise funds and make an offer - a community right to bid. The application site is not being sold and the re-provision of the library (with the benefit of a more flexible community space) would therefore accord with the aforementioned policies.

Introduction of Residential Uses on the Site

10. London Plan Policy 3.3, in seeking to increase the supply of housing in London, sets borough housing targets, and in Table 3.1 puts the minimum annual monitoring target for the London Borough of Brent at 1,525 additional homes per year between 2015 and 2025. Policy H1 (Increasing housing supply) states that Brent must deliver 2,915 homes per year between 2019/20 to 2028/29.
11. In order to deliver sufficient homes, boroughs are expected to optimise the potential for housing delivery on all suitable and available brownfield sites, particularly where sites have a PTAL of 3 or higher or are located within 800 metres of a station. The application site is previously developed land and is situated in an area with good access to local public transport services (PTAL 3). It is also located in close proximity to Preston Road Town Centre. As such given the site’s location to public transport and local services the principle of incorporating higher density residential uses at the site is acceptable.

Housing Mix and Affordable Housing

12. CP2 of the Core Strategy outlines that 50% of new homes should be affordable at least 25% should be family sized dwellings. The proposal would result in four x three bedroom properties which is considered to be satisfactory and complies with the above policy.
13. Policy CP2 of Brent's Core Strategy sets a strategic target that 50% of new homes to be delivered in the borough are affordable. Development Management Policy DMP 15 reinforces the 50% target set by policy CP2 and the need to seek the maximum reasonable amount of affordable housing.
14. The proposal would provide 100% affordable housing, with all 12 units as affordable rent, specific to the Council's needs. The affordable housing offer does not include intermediate housing, however officers do appreciate that the housing mix is Council led and responds to the specific needs of the Council's tenants. Whilst no intermediate affordable housing is provided, officers consider that the 100% provision of affordable housing more than meets the requirements of policy DMP15 and no scrutiny of scheme viability is justified in supporting the

proposal.

15. Policy CP21 seeks to provide 25% of units within schemes of 10 or more units as three bedroom units. Four of the units will be three bedroom units, accounting for 33%, and thus complying with CP21.

Design, Character and Impact on Street Scene

16. The NPPF emphasises that good design involves responding to local character and history and reflecting the identity of local surroundings and materials, while not discouraging appropriate innovation, and Policy DMP1 requires the scale, type and design of development to complement the locality.

Height, Bulk and Mass

17. The proposed height (varying from two to four storeys) is considered to be acceptable and the stepped design approach along the western segment of the development would respect the traditional two storey built form further west of the application site. The fourth storey would also be set back to an appropriate level which would break up the overall bulk and mass of the development. It is considered that the proposal would result in a building that would act as suitable transition between the larger built form along Preston Road and the traditional two storey dwellings along Carlton Avenue East.

18. It is considered that the introduction of balconies with the stepped design and set back elements would further break up the bulk and mass of the building, while also providing private outdoor amenity space for residents. It is considered that the proposed building would also respect the established building line to the west of the site and would be set back from the highway by a satisfactory distance. The properties within the area contain varied rear building lines and therefore it is considered that the depth of the development would not appear out of character. The use of contrasting materials would also break up the visual appearance of the building. This design approach would provide a clear distinction and definition between the library element and residential uses.

19. The new building would be constructed using contextual and traditional materials. The material pallet has been inspired by the existing red brick library building and the surrounding buildings. The material palette proposed consists of warm red stock brick, metal cladding façade panels, metal windows and glazed terraces. It is recommended that a condition (Condition 19) is secured to provide samples of external materials as part of any forthcoming consent.

Layout

20. The proposal would include entrances to the residential units and the library to the front which would be welcoming for users. The entrances would be differentiated due to the façade treatment and contrasting materials. In addition to this an access ramp would be provided to the front elevation to provide disabled access, and access for those with mobility impairments. It is considered that the entrances would provide a clear and distinct entry point to the community and residential uses and would provide access for all users.
21. The gated access to the bin storage area would ensure that both storage areas are as secure as possible. The gates, both for the pedestrians and the vehicles, would be managed by the

users of the building: operated via a fob from the resident's vehicle to open and close or by the library staff using the manual or fob controls. The flank glazing along the eastern flank elevation of the ground floor would contain fenestration which would provide natural surveillance to users of the car park area.

22. In response to feedback provided by the Secure by Design Officer, it is recommended that conditions are secured for details of CCTV within the undercroft area, an external lighting strategy for the site, and a defensive planting strip provided in front of the ground floor residential unit facing onto the car park area.

Impact on Existing Residential Amenities

Outlook and Overbearing Appearance

23. The Councils SPD1 outlines that the building envelope should be set below a line of 30 degrees from the nearest rear habitable room window of adjoining existing property, measured from height of two metres above floor level. Furthermore where a proposed development adjoins private amenity / garden areas then the height of new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of two metres. This is to ensure that a development does not appear overbearing from neighbouring rear habitable room windows and gardens.

24. The closest residential properties are "The Corner House" and "Henrietta" located on Longfield Avenue. Section plans have been provided that demonstrate that the proposed building will not infringe the 30 degree line taken from the rear windows of these properties.

25. The proposal does not infringe on 45 degree line from the edge of the western flank elevation of garage directly west of the application site adjacent to "The Corner House" but slightly infringes on 45 degree line from the edge of the rear garden of "Henrietta" (by approximately 1m and 1.5m). However, this slight infringement is not considered a justified reason for refusal given the substantial separation distance between this neighbouring property and the proposed development.

26. Whilst the application site does not directly adjoin the rear garden of No. 2 Longfield Avenue (separated by a passageway), the section plans demonstrate that the building would comply with the 45 degree angle measured from the side boundary of this neighbouring property.

Privacy

27. To maintain acceptable levels of privacy to adjoining occupiers, a minimum distance of 9m should be maintained from habitable room windows to the boundary with adjoining rear gardens, and a distance of 18m between directly facing habitable room windows. The first floor element would result in a separation by approximately 20m.
28. It is not considered that the proposed development would have an undue impact in relation to overlooking or the loss of privacy. The proposed balconies would not directly overlook any residential properties, and would be of a sufficient distance from the nearest residential use not to cause undue impact on neighbour amenity.

Daylight and Sunlight

29. The Daylight and Sunlight Report submitted with the application has demonstrated that all

existing residential units (including “Corner House”, “Henrietta”, Nos. 2 to 8 Longfield Avenue, 131 – 137 Carlton Avenue East and flats above commercial units on Preston Road) will maintain levels of daylight and sunlight in line with BRE guidelines. As such, the proposal is not considered to have an adverse impact on levels of daylight and sunlight to these properties.

30. It is noted that the western flank elevation of the building would contain side windows however the majority see email some serve bedroom windows towards the north western portion of the site of these windows would serve corridors and as such it is considered that no increase in overlooking would occur given that these spaces will not be permanently occupied by residents. It is noted that the units located along the north western portion of this elevation would be primarily directed towards the substation site and therefore would not result in any harmful overlooking. The balconies located towards the north western portion of the site would be directed towards the rear portion of the rear garden of the neighbour directly north of the site. The wrap around balcony element at the third floor would be situated a considerable distance (approximately 30m) from the neighbouring properties to the west and as such no harmful overlooking would occur.
31. Officers have recommended a condition (Condition 27) requesting that screening is provided to prevent any potential overlooking linked to the proposed terrace amenity area. Overall it is considered that the development would allow for sufficient separation distances between neighbouring properties and would not appear overbearing or result in a substantial loss of light to properties within close proximity of the application site.

Standard of Accommodation

Residential Living Standards:

32. DMP18 outlines that the size of dwellings should be consistent with London Plan Policy 3.5 Table 3.3 Minimum Space Standards for New Dwellings. The Mayor's Housing SPG also requires 90% of units to meet Building Regulations M4(2) 'accessible and adaptable homes' standards and 10% to meet M4(3) 'wheelchair accessible homes' standards.
33. The proposed units would meet required floorspace standard requirements. It is noted that a high proportion of the proposed residential units would indeed exceed the minimum floorspace requirements. Based on the layout of the units and the stacking proposed it is considered that the proposed flats would have sufficient outlook and access to both daylight and sunlight. The majority of homes would be dual aspect, with 4 of the 12 units being single aspect units. The single aspect units would face in a southerly direction and are smaller units (one bedroom units only), with large opening windows and terraces. It is considered that the single aspect units would receive good levels of outlook, along with an acceptable level of natural ventilation.
34. The Energy Statement submitted with the application outlines that dynamic overheating modelling was undertaken in line with the guidance and data sets in CIBSE TM59 and TM49 respectively. Methods to mitigate overheating, including natural ventilation, solar control and standard extract ventilation were tested, leading to all bedrooms and most living/kitchen rooms passing. Overall on this occasion the south facing single aspect units are considered acceptable.
35. The Sunlight and Daylight assessment outlines that the majority of windows tested are shown to have VSC values greater than the 27% guidance threshold for good daylight. It is noted the windows located within inset balconies would not meet the required standards however this relationship is considered acceptable as the balconies provide the benefit of private external amenity space to any occupants of the flats, and without the balconies the windows would easily meet the BRE guidance. There are some windows which do not meet the BR 209 recommendations for sunlight but these windows serve rooms which benefit from an

additional window which does meet the recommendations.

36. The Mayor's Housing SPG advises that no more than eight units per floor should be accessed from a single core, to prevent an impersonal and unneighbourly character from developing. The proposed development complies with this and the general layout is considered satisfactory for future residents.

Accessible and Adaptable Units

37. The proposed residential units would accord with Building Regulations requirement M4(2) for 'Accessible and adaptable dwellings', and 10% would meet M4(3), to be wheelchair accessible, or easily adaptable. The agent has outlined that unit 1.0 will be an easily adaptable unit. A condition is recommended ensuring that this is adhered to.

Amenity Space

38. DMP19 outlines that 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). Each unit would have access to private amenity space via balconies and the 3 bedroom unit on the ground floor would have access to a private garden area measuring to approximately 90sqm useable space. A roof terrace area would also be added to the second floor along the western portion of the new build and this area would measure to approximately 85 sqm. The proposal would result in an amenity space provision of approximately 24sqm per unit, exceeding the guidance set out in DMP19. The proposed balconies would comply with the London Plan requirements and therefore would appropriate private amenity space for the upper floor flats.
39. It is noted that the proposal would not provide any playspace equipment on site. However, all residents have access to the communal roof garden and there is the opportunity to provide some informal play for under 5's within this area. Such details are recommended to be conditioned to any forthcoming consent (Condition 28).
40. In terms of playspace for older children, the development is situated within close proximity to Preston Park. The park has a number of facilities including playground, outdoor gym, tennis courts and cricket pitch. This is considered to be acceptable for older children.

Transport Considerations

41. Carton Avenue East has traffic calming measures, including a speed table along the front of the site. It is designated as a local residential access road, but also serves one bus route.
42. Carlton Avenue East does not generally have parking restrictions, but it is within the Wembley Stadium event day zone, whereby parking is restricted to residents' permit holders only on event days. There is a marked parking bay with four spaces along the site frontage. It is not noted as being a heavily parked street at night, although this part of the street is likely to experience some parking pressure during the day due to its proximity to the Preston Road neighbourhood centre and Preston Road station. The site has a PTAL rating of 3.

Car Parking

43. The existing library falls under use class D1 and under the parking standards set out at Appendix 1 of the Council's adopted DMP, the maximum car parking allowable is 1 space per 10 visitors/staff at any one time. It is not likely to result in a significant allowance of car parking. The library currently has 5 marked bays to the rear and there is limited evidence that these are

currently much used for parking.

44. The maximum car parking allowances for residential units are 1 space per 1-1/2-bed flats and 1.5 spaces for 3-bed units. However, it should be noted that as the proposal is for affordable rented housing. It is generally assumed that affordable housing generates parking demand at only 50% of the maximum parking allowance, which would suggest that seven cars would be owned by residents of these 12 proposed flats.
45. The submitted plans indicate that 6 car parking spaces would be provided. This is within maximum standards. Consideration nevertheless needs to be given to potential impact from overspill parking. It is considered that the proposed provision of 6 spaces within the site for the 12 flats, plus up to four spaces on-street along the street frontage, would be sufficient to meet likely demand.
46. Overnight parking surveys indicate that Carlton Avenue East is not a heavily parked street, with the car parking occupancy at night observed at 35% of the available space for the street as a whole, falling to just 11% in the vicinity of this proposed development (i.e. only one car was observed parked in the 9 available bays along the length of street between Preston Road and Longfield Avenue fronting the library at the time of the survey).
47. It is not therefore considered that the development would be likely to create any significant parking problems on-street in the vicinity of the site.

Access Arrangements

48. The proposed access to the car parking area would be relocated from the east of the site to the west of the site and would entail an undercroft passage through the building to the car parking area at the rear. The width of the access would allow cars to pass one another and suitable headroom is shown for cars and small delivery vehicles to access the parking area.
49. The submitted Transport Assessment includes tracking diagrams demonstrating how vehicles can access the parking spaces. The adjoining pedestrian access to the proposed secondary entrance to the flats is proposed to be at the same level as the driveway, but demarcated with contrasting materials to highlight its use by pedestrians, which is acceptable.
50. The new access arrangements will require a new crossover towards the western end of the site. This will slightly overlap with the speed table on Carlton Avenue East, so minor accommodation works to the table or adjustments to the design of the crossover such as reducing the radii may be required to ensure they do not compromise one another.
51. The existing crossover will become redundant as a result of these works and will need to be reinstated to footway and verge at the developer's expense. In addition, the parking bay fronting the site will need to be reduced in length to accommodate the new access. All crossover and parking bay works would need to be undertaken prior to occupation of the development.
52. The above highway works are recommended to be secured as a condition to any forthcoming consent.

Cycle Parking

53. The residential cycle parking would also be accessed through the vehicular access, within a covered and secure store. The store has provision of 24 bicycles (through double stacked arrangement), which exceeds the minimum requirement for 18 spaces associated with 12 flats.
54. Two 'Sheffield' stands providing space for 4 cycles would be provided for visitors to the Library and this is considered to be an acceptable provision. These are shown on the footway of

Carlton Avenue East though and should be repositioned within the site boundary. Such details are recommended to be conditioned to any forthcoming consent.

Refuse Facilities

55. Brent's Waste Guidance Document requires a scheme of this size to provide 1,320l for residual waste, 1,320l for dry recycling and 276l for food waste for the residential units. The bin store is located next to the car park and has sufficient capacity to accommodate the required number of bins. The bin store is also located within 30m from the flat entrances and would comply with the waste guidance. Whilst the bin store marginally exceeds 10m carrying distance for 1100l bins, the scheme has been reviewed by the waste officer who has confirmed that it will be situated within suitable distance from Carlton Avenue East kerbside where refuse vehicles can stop, so would be acceptable. Amendments were provided during the course of the application demonstrating separate areas provided for the residential and library refuse. The lock will be provided for the bins allocated for the library to prevent residents using these bins.

Servicing Arrangements

56. The proposed vehicle access to the car parking area at 4.8m width, would allow for a vehicle servicing the flats (perhaps making a home delivery of groceries) to temporarily park and still allow cars to pass. The DfT in 2009 in a report on internet shopping assessed that this would result in trip rate level of 0.075. A trip rate of 0.1 per residential unit for service vehicles would result in 1.2 vehicles per day and it is considered the site could comfortably cope with this demand.

Trip Generation and Accident Records

57. Based on surveys of other residential and library developments, the residential flats and library are estimated to together generate a total of 7 two-way vehicle movements in the AM peak and 11 two-way vehicle movements in the PM peak, which is not considered to be significant enough to have any noticeable impact on the local road network. Overall the estimates of the predicted vehicle trip generation are considered to be robust.

58. The Transport Assessment includes traffic collision and personal injury data. No collisions have been identified on the 300m stretch of Carlton Avenue East between Preston Road and College Road during the latest 5 year period available, although Preston Road has experienced a number of personal injury collisions during this period. It is not considered that the proposals would have a detrimental impact on the safety of the adjoining highway network.

Arrangements During Construction Works

59. A draft Construction Logistics Plan has been submitted and reviewed by highways officers. Officers have raised concerns to the proposed site set up plan which would result in the erection of hoardings extending onto the highway including the positioning of portacabins on carriageway. The proposed arrangement would have a highway safety impact, would have an impact on the operation of the highway by reducing the width of the road to an extent which would require more traffic management than they are proposing and potentially restrictive vehicle access to residential properties on the south side of Carlton Avenue East. In light of these concerns, a fully revised Construction Method Statement/Logistics Plan is recommended to be conditioned to any forthcoming consent (Condition 14). It would be conditioned to be pre-commencement to prevent any works taking place (including demolition of existing building) until the revised arrangements are agreed by Transport officers.

Tree Considerations

60. The Tree Officer was consulted during the course of the application and raised no concerns

with the removal of and replacement of Trees T1, T2, T3 and T5. Replacements for T1, T2 and T3 are recommended to be native species offering a range of attributes and seasonal interest such as attractive flower, bark and foliage. With regards to T4 False Acacia additional information was requested with regards to the crown spreads. The officer outlined that it would be beneficial for the ground immediately north of the retaining wall to be surveyed for roots.

61. Protection for the remaining street Lime (T6) is acceptable although more comprehensive specification would be secured by condition including the hand dig spec to remove paving and replacing this with grass. The Tree Officer requested additional details of the works in relation to T4.

Environmental Health Considerations

Noise

62. A noise report has been provided with the application and reviewed by officers in Environmental Health. The Environmental Health Officer was satisfied with the information provided, and mitigation measures for the proposed residential uses are sufficient.

Air Quality

63. London Plan Policy 7.14 requires development to make provision to address local air quality problems particularly within Air Quality Management Areas, to promote sustainable design and construction, to be at least 'air quality neutral'. The air quality assessment has been reviewed by Environmental Health and considered to be acceptable. It highlights that the scheme will be air quality neutral.

Construction Noise and Dust

64. Environmental Health have requested that a condition is secured for details of a Construction Method Statement (CMS) to include details of measures to control dust, noise and other environmental impacts of the development. The CMS shall include details of a dust monitoring plan, to be implemented during construction and demolition works.

Contaminated Land

65. The Environmental Health Officer reviewed the submitted desk top contaminated land assessment. The conclusion of this report is that a Phase 2 assessment is required and the conditions are recommended for additional studies to be provided once the existing building on site has been demolished.

Energy and Sustainability

66. Major residential developments are expected to achieve zero carbon standards in accordance with London Plan Policy 5.2, which requires an Energy Assessment setting out how these standards are to be achieved. Specifically, a 35% reduction in carbon emissions compared to the 2013 Building Regulations baseline should be achieved on site and any shortfall in achieving zero carbon emissions would need to be compensated for by a financial contribution to the Council's Carbon Offsetting Fund, based on the notional price per tonne of carbon of £60, payable over 30 years. The corresponding target for non-residential floorspace is a 35% reduction including off-site financial contributions.

67. The design adopted passive design measures to reduce energy demand. This includes

using high performance building fabric with low U-values and low design air permeability, and natural ventilation for the residential elements. Energy efficient mechanical and electrical services have been designed into the scheme including low energy light fittings, high efficiency heating and ventilation systems with low specific fan power. The proposed passive design and energy efficiency measures would reduce the emissions by approximately 1.3% reduction using SAP 2012 carbon factors.

68. All available renewable energy technologies were also considered. Photovoltaic (PV) modules were found to be the most feasible technologies. It is proposed that 17.9 KWP of PV will provide a further 34% reduction in carbon dioxide emissions, leading to a total carbon emissions reduction of 7.59 tonnes of CO₂ savings which is equivalent to a 35.3% reduction in carbon dioxide across the whole development. This includes a 4.65 tonnes of carbon dioxide savings equivalent to a 35.4% carbon emissions for the residential elements, and a 2.9 tonnes of carbon dioxide savings for the library equivalent to a 35.2% carbon emissions reduction. The shortfall in zero carbon for the residential units will be offset through the Council's carbon offsetting fund. For the non-domestic element (the communal library), no cash in-lieu contribution is required.

69. The Energy Strategy Report demonstrates that active cooling was tested on the Library which allows it to pass the TM52 overheating criteria, hence allowing comfortable conditions in extreme hot summer weather. Therefore the ventilation arrangements for the library would be acceptable for a potential library users.

Ecological Considerations

70. A bat survey was submitted with the application and it was noted that the was well sealed throughout with no potential entry points for roost features. Therefore the building does not have the capacity to support bat roost. Therefore no further survey work will be required prior to any works. The assessment concluded suggesting that tubes should be fitted in suitable locations to enhance the roosting habitats available to bats. The assessment demonstrated that the site is predominantly covered by hardstanding and the onsite habitats are not rare or irreplaceable and provide limited value for ecology. The report concluded that a preliminary bat roost assessment.

Flood and Drainage

71. Whilst the site is located within Flood Zone 1 area with a low risk of flooding (as defined by the Environment Agency), it is within land that is liable to surface water flooding. In response, resilience flood measures are outlined within the report and will be adopted as part of the scheme. The document has been reviewed by Brent's Local Lead Flood Authority who notes that the proposal includes permeable paving and a storage tanks within the site to regulate surface water discharge from the site. The proposed surface water discharge will be restricted to 2 litres per second and this will reduce the flow into the existing surface water sewer network and will drastically reduce the existing flood risk of the site. The details of the report shall be secured by condition.

Thames Water

72. Thames Water raised no objections to the proposed development. It was requested by Thames Water to include a condition requesting a piling method statement and additional informatives.

Fire Safety

73. Fire Safety is formally considered at Building Regulation stage. The however the applicants have clarified a fire safety strategy within their planning submission. The main entrance to the library area from Carlton Avenue is the primary means of escape and a secondary means of escape is also provided from the northeast elevation. These exits are fully autonomous from the residential unit's escape route.

Density

74. London Plan Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan Chapter 7 and public transport capacity. Draft London Plan Policy D6 seeks a design-led approach to density, based on an assessment against the housing standards within Policy D4 and the long-term management proposals for higher density developments. The application site has PTAL of 3 and the proposed density of 330 habitable rooms per hectare occupying the site is considered acceptable for this site.

Equalities

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

Summary

76. Following the above discussion, and weighing up all aspects of the proposal, officers consider that the proposal should be approved subject to conditions.

CIL DETAILS

***** Check figure with CIL Team tomorrow, include existing 250sqm in calculation or not? Proposed resi floorspace = 1026sqm *****

This application is liable to pay **£299,879.50** * under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible* floorspace which on completion is to be demolished (E): 250 sq. m.

Total amount of floorspace on completion (G): 1232 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
(Brent) Dwelling houses	1026		817.8	£200.00	£0.00	£240,959.50	£0.00
(Brent) Non-residential institutions	206		164.2	£0.00	£0.00	£0.00	£0.00
(Mayoral)	1026		817.8	£0.00	£60.00	£0.00	£49,068.12

Dwelling houses							
(Mayoral) Non-residential institutions	206		164.2	£0.00	£60.00	£0.00	£9,851.88

BCIS figure for year in which the charging schedule took effect (Ic)	224	330
BCIS figure for year in which the planning permission was granted (Ip)	330	
TOTAL CHARGEABLE AMOUNT	£240,959.50	£58,920.00

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

**Eligible means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 19/1305

To: Meyer
GL Hearn
Vantage Point
Hardman Street
Spinningfields
Spinningfields
M3 3HF

I refer to your application dated **04/04/2019** proposing the following:

Redevelopment of preston library including erection of a part 2 to part 4 storey building comprising a library on ground floor and 12 self-contained flats (6 x 1 bed, 2 x 2 bed and 4 x 3 bed), provision for private amenity space, parking, cycle and refuse storage, new access and associated landscaping

and accompanied by plans or documents listed here:
See C2

at **Preston Library, Carlton Avenue East, Wembley, HA9 8PL**

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

Date: 12/08/2019

Signature:

Gerry Ansell
Interim Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

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

- National Planning Policy Framework 2018
- The London Plan 2016
- Brent's Core Strategy 2010
- Brent's Development Management Policies 2016
- Brent's Supplementary planning Document 1: Design Guide for New Development 2018

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

Approved Plans:

A10005454-01

A10005454-05

B1 02 2200 Rev. 01*

B1 02 2201

B1 02 2202

B1 02 2203

B1 02 2204

B1 04 2200

B1 04 2201

B1 04 2202

B1 04 2203

B1 05 2200

MP 00 1200

MP 00 0200 Rev. 01

MP 00 0002

PPW 02 (Tree Survey Drawing)

PPW 03 (Tree Survey Drawing)

Approved Documents: _

Sustainable Checklist

Statement of Community Involvement

Ecological Appraisal prepared by Weddle Landscape Design

Bat Assessment prepared by Weddle Landscape Design

Noise Report conducted by Stroma

Transport Assessment prepared by Local Transport Projects

Utilities Assessment Report prepared by Pinnacle ESP

Planning Statement prepared by GL Hearn

Energy Assessment prepared by Pinnacle ESP

Flood Risk Assessment conducted by PEP Civil & Structures Ltd

Fire Safety Report prepared by Kier

Design and Access Statement prepared by 5plus Architects

Construction Method Statement prepared by Kier

BREEAM Pre-Assessment Report prepared by Stroma

Air Quality Assessment prepared by HRS Services Ltd

Aboricultural Impact Assessment and Aboricultural Method Statement

Geo-Environmental Risk Assessment prepared by Delta Simons

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

- 3 The development hereby approved shall be implemented and maintained for the lifetime of the development as 100% affordable rented housing (at rents up to 80% of the market rents and capped at Local Housing Allowance rates, inclusive of service charge, intended for households who cannot afford housing at market rates) and LB Brent will have the right to nominate people to be housed in the whole of the affordable housing development, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the development is implemented in accordance with the approved details submitted having regard to Local Plan affordable housing policy, the weight that was given to this scheme being 100% affordable when reaching a decision and to contribute to meeting Brent's identified housing needs, including meeting LB Brent's statutory housing duties.

- 4 The proposed D1 library use shall occupy the ground floor as per the approved ground floor plan and shall only be used for community events and community activities and for no other purposes within Class D1 of the schedule to the Use Classes Order 1987 (as amended) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason: To ensure that the use remains appropriate for the site location and to ensure that the standards applied to the consideration of the approved.

- 5 The approved parking spaces, cycle storage facilities and bin storage facilities shall be installed and made available for use prior to first occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the development hereby approved.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 6 The buildings shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 7 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space within the site to accommodate additional bin or cycle storage.

- 8 Units 1.0 shall be constructed/easily adaptable to wheelchair accessible requirements (Building Regulations M4(3)) or shall meet easily accessible/adaptable standards (Building Regulations M4(2)) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure suitable facilities for disabled users, in accordance with the London Plan policy 4.5.

- 9 No development shall be carried out until the person carrying out the works is a member of the Considerate Constructors Scheme and its code of practice, and the details of the membership and contact details are clearly displayed on the site so that they can be easily read by members of the public.

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

Pre-commencement reason: The considerate constructors scheme is designed to govern practices during the construction and therefore needs to be arranged prior to

the construction works being carried out.

- 10 The development hereby approved shall be carried out in full accordance with the details submitted within the Flood Risk Assessment prepared by PEP Civil and Structures Ltd dated February 2018 and shall be adhered prior to occupation of the development.

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

- 11 All recommendations and enhancement measures contained within the submitted Preliminary Ecological Assessment conducted by Weddle Landscape Design and dated March 2019 shall be adhered to throughout the construction of development.

Reason: To protect and enhance local ecosystems that would otherwise be unduly impacted by the development.

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

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

- 13 Any plant shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such plant. All plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours.

- 14 The opening hours for the use hereby approved shall be between 9:00 – 23:00 from Mondays to Sundays.

Reason: In the interest of the amenities of adjoining and nearby residential occupiers.

- 15 Prior to the occupation of the development a Nominations Agreement to define nominations criteria and arrangements shall be entered into with the Council, and submitted to and approved in writing by the Local Planning Authority. The Nominations Agreement will set out the policies and procedures for the nomination by the Council of prospective tenants to the development and shall be implemented on occupation and shall remain in effect for the lifetime of the development.

Reason: To ensure the development is implemented in accordance with the approved details submitted having regard to Local Plan affordable housing policy, the weight that was given to this scheme being 100% affordable when reaching a decision, and to contribute to meeting Brent's identified housing needs, including meeting LB Brent's statutory housing duties.

- 16 (a) No development shall commence on site until a Training & Employment Plan has been submitted to and approved in writing by the Local Planning Authority which shall include but not be limited to the following:

- (i) the details of the Training & Employment Co-ordinator;
- (ii) a methodology for meeting the Training & Employment Targets and the Training & Employment Reporting Schedule;
- (iii) a commitment to offer an interview to any job applicant who is a resident in Brent provided that they meet the minimum criteria for the particular job.

(b) The development shall not be occupied until the Training & Employment Verification Report has been submitted to and approved in writing by the Council.

Reason: In the interest of providing local employment opportunities.

Pre-commencement reason: part (a) of the condition seeks to exercise control over training and employment of Brent residents throughout the construction phase of the development and therefore needs to be discharged prior to construction.

- 17 Prior to commencement of the development hereby approved, a construction logistics plan shall be submitted to and approved in writing by the Local Planning Authority.

The development shall thereafter be carried out in accordance with the approved construction logistics plan.

Reason: To ensure construction processes do not unduly prejudice the free and safe flow of local highways.

Pre-commencement reason: The condition seeks to exercise control over the construction phase of the development and therefore needs to be discharged prior to construction.

- 18 (a) The applicant shall enter into a Memorandum of Understanding with the Local Planning Authority in order to provide appropriate offsetting measures for the development's carbon emissions as per the approved Energy Assessment or any future amended Energy Statement approved in writing by the Local Planning Authority.

(b) No later than two months after practical completion of the development an Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This shall include a review of the energy assessment commissioned at the applicant's expense and prepared by an independent assessor to demonstrate as built construction is in accordance with the approved Energy Assessment.

The applicant shall enter into a Memorandum of Understanding with the Local Planning Authority in order to provide appropriate offsetting measures for the development's carbon emissions as approved within the review of the Energy Assessment.

Reason: To ensure the development is in accordance with the principles of London Plan Policy 5.2.

- 19
- (a) Following the demolition of the buildings a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report is subject to the approval in writing of the Local Planning Authority.
 - (b) Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site.

- 20
- No piling shall take place until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface sewerage infrastructure, and the programme for the works) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water. Any piling must be undertaken in accordance with the terms of the approved piling method statement.

Reason: The proposed works will be in close proximity to underground sewerage utility infrastructure. Piling has the potential to impact on local underground sewerage utility infrastructure.

- 21
- Prior to commencement of works above ground level, details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority. The

work shall be carried out in accordance with the approved details.

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

- 22 Within three months of commencement of the development, the developer shall enter into an agreement with the Local Highways Authority to carry out the following works.

(i) Adjustments to the either the proposed crossover or existing speed table to ensure they don't compromise one another.

(ii) The construction of the new access and reinstatement of the redundant crossover to footway and verge, along with alterations to waiting restrictions along the site frontage, at the developer's expense prior to occupation of the development.

Reason: To ensure the development provides a safe and functional highway environment to connect the development with its surroundings.

- 23 Prior to the first occupation of the development hereby approved, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be adhered to in full.

Reason: To ensure an appropriate parking arrangement and system of parking management for the development.

- 24 Within six months of commencement of the development, details of external lighting and CCTV within the site (to include the undercroft area) shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the lighting and CCTV fixtures, luminance levels within and adjoining the site. The lighting and CCTV shall not be installed other than in accordance with the approved details.

Reason: In the interests of safety and the amenities of the area.

- 25 Within six months of commencement of development, further details of hard and soft landscaping shall be submitted to and approved in writing by the Local Planning Authority. Such details shall include:

(a) Details of proposed soft landscaping including species, locations and numbers

(b) Details of the material treatment of the surfaces delineating the separation of pedestrian and vehicle movement areas within the proposed highways

(c) Details of hardsurfaced areas

(d) Details of external lighting

(e) Details of bat and bird boxes

(f) Details of boundary treatments within the site and along its boundaries

(g) Details of a management plan for a minimum of 5 year period

(h) Landscape buffer

The hard and soft landscaping shall be completed prior to first occupation of the development hereby approved (or other timescales to be agreed in writing by the Local Planning Authority). Any planting that is part of the approved scheme that within the lifetime of the development after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same position, unless the Local Planning Authority first gives written consent to any variation.

Reason: To preserve the amenities of nearby residents and to prevent privacy being compromised.

- 26 Prior to topping out at roof level, detailed drawings showing the photovoltaic panel arrays on the roofs of the proposed building shall be submitted to and approved in writing by the Local Planning Authority. The photovoltaic panel arrays shall be installed in accordance with the approved drawings and made operational prior to occupation of the development hereby approved.

Reason: To ensure that the development minimises its carbon emissions, in accordance with London Plan policy 5.2.

- 27 Prior to first occupation of the development hereby approved details of a communal television aerial and satellite dish system linking to all residential units within the development, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details. No further television aerial or satellite dishes shall be erected on the premises.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- 28 Within six months of commencement of works, details of screening to the proposed terrace area and balconies shall be submitted to and approved in writing. The scheme shall thereafter be implemented in accordance with the approved details and retained throughout the lifetime of the development.

Reason: To protect the residential amenities of the nearby neighbours.

- 29 Prior to the first occupation of the residential units hereby approved details of an informal play area located at terrace area shall be submitted and approved in writing by the Local Planning Authority.

Reason: To ensure satisfactory levels of playspace is provided for future residents.

- 30 Prior to commencement details of the removal and replacement surfacing within the root protection of T4 and results of the supervision in proximity to the tree shall be submitted to approved in writing by the Local Planning Authority.

Reason: To ensure the protection of trees within the vicinity of the application site.

Pre-commencement reason: The condition seeks to exercise control over the

construction phase of the development and therefore needs to be discharged prior to construction.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. Such notification shall include photographs showing the condition of highway along the site boundaries.
- 5 Thames Water advise the applicant of the following: A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwqriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.
- 6 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.

- 7 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 8 The quality of imported soil must be verified by means of in-situ soil sampling and analysis. We do not accept soil quality certificates from the soil supplier as proof of soil quality.

Any person wishing to inspect the above papers should contact Denis Toomey, Planning and Regeneration,
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1620

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

21 August, 2019
04
19/1350

SITE INFORMATION

RECEIVED	10 April, 2019
WARD	Queensbury
PLANNING AREA	
LOCATION	The Willows, 136 Honeypot Lane, London, NW9 9QA
PROPOSAL	Demolition of existing care home building (Class C2) and re-development of site comprising the erection of a six-storey building to provide 61 one-bedroom self-contained flats with an element of extra care (Class C3(b)), and associated shared facilities at ground floor level. Provision of associated private amenity space, external landscaped communal courtyard, refuse and cycle and mobility scooter storage. Retention of five car parking spaces to north of site, and re-location of sub-station internally to the north elevation.
PLAN NO'S	Please see condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_144813</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "19/1350" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to the following conditions and informatives to secure the following matters:

Conditions


1. Time limit for commencement (3 years)
2. Approved Plans
3. External material samples to be submitted
4. Ground floor screening between private gardens and communal courtyard to be provided and details submitted
5. Photovoltaic Panels details to be submitted
6. At least 10% wheelchair accessible units to be secured
7. C3 to C4 permitted development rights to be revoked
8. All flats to remain as C3b accommodation
9. Affordable Housing Provision and nominations agreement to be secured
10. Construction logistics plan to be submitted
11. Parking, bicycle stores and bin stores to be provided pre-occupation
12. Parking management plan to be submitted
13. Arboricultural method and tree protection measures to be secured
14. Landscaping detailed plans to be submitted
15. Noise assessment measures to be secured
16. Plant noise levels to be tested
17. Scheme of sound insulation measures to be secured (including internal sub-station)
18. Non-road mobile machinery (NRMN) emissions limited
19. Air Quality report measures to be secured
20. Details of domestic boilers secured
21. Contaminated land studies to be undertaken and remediation if necessary
22. Ecology report measures to be secured
23. FRA and Drainage/SUDS report measures to be secured
24. Water consumption to be limited in line with policy
25. Energy Strategy measures to be secured
26. Carbon offsetting contribution to be paid through agreement
27. Noise, vibration impacts from sub-station to be submitted

Informatives

- CIL liability
- Party wall information

- Building near boundary information
 - Notify highways service of intent to commence works
 - Guidance notes from Thames Water
 - Fire safety advisory note
 - London Living Wage
 - Any other informative(s) considered necessary by the Head of Planning
1. That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.
 2. That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: The Willows, 136 Honeypot Lane, London, NW9 9QA</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

PROPOSAL IN DETAIL

The proposals would involve the demolition of the existing two-storey care home and replace with a six-storey building to provide 61 self-contained flats with supported care facilities (Class C3b), and the provision of communal spaces at ground floor level.

The 61 flats would all be 1-bed, 2 person units, which would either be between 54-61 sqm and 63-71 sqm, with the larger flats being Part M4 Category 3 compliant for wheelchair users. These flats would all be self-contained, with bedrooms served by en-suite bathrooms, and all being served by balconies of at least 5sqm. A communal lounge and dining area is provided at ground floor level, along with separate areas for buggies, a staff room, refuse store and a plant room. The existing sub-station is also proposed to be re-located, and would now be housed internally to the north-eastern part of the building at ground floor level

To the rear, a communal landscaped courtyard would be provided. The proposals also indicate the removal of seven trees to the rear, being either Category C or Category U, with re-planting proposed as outlined in the applicant's supporting landscaping strategy .

The provision of five parking spaces are shown, with four of these to the north of the site and accessed via the existing crossover on Honeypot Lane. An additional disabled parking space and a larger space for emergency vehicles along the Honeypot Lane elevation. Communal cycle and buggy storage, and refuse storage areas, are also provided at ground floor level close to the main entrance.

EXISTING

The application site is located on the eastern side of Honeypot Lane, measuring approximately 0.24 ha. It is currently occupied by a two-storey building, previously used as a residential care home (Class C2), which has a temporary permission to be used as emergency B&B accommodation (sui generis).

The site is set within a mainly residential area and is directly adjacent to a five-storey residential building, Acacia Court (part of the Alpine House development), to the immediate north. To the east lies an NHS Clinic separated by land that carries a Grade I Site of Importance to Nature Conservation (SINC) designation. Queensbury Station (Jubilee Line) is located about 6 minute walk away.

The site has a PTAL rating of 2. The building is not listed, and is not situated within a conservation area.

AMENDMENTS SINCE SUBMISSION

Revised drawings have been submitted which clearly show the provision of parking spaces (including one disabled bay) which meet the 2.4m x 4.8m minimum requirements, as advised by highways officers. Sufficient clearance for an HGV to access the substation to the north-eastern part of the building has also now been clearly shown.

SUMMARY OF KEY ISSUES

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

1. **Principle of development and provision of NAIL accommodation:** The principle of re-developing the site was established when planning permission was granted for replacing the existing care home with a new residential scheme in October 2017 (ref. 17/1829). The current proposals would provide 61 units of Class C3b accommodation, which is as a result of Brent Council's Adult Social Care and Housing departments New Accommodation for

Independent Living (NAIL) scheme to develop Extra Care and supported living accommodation in order to provide alternatives to residential and nursing care homes. Your officers consider that there is an identified need for more of this type of accommodation with the Borough, and its delivery on site would meet a key corporate objective.

2. **Affordable Housing:** All 61 units proposed will be affordable, which is a key benefit of the scheme and represents a significant uplift from the previously approved residential scheme.
3. **Design, layout and height:** The proposed development would be six storeys with a set-back top floor, which is considered acceptable in terms of its height, scale and massing given the surrounding context. It utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst regulating its height to respect surrounding development.
4. **Quality of the resulting residential accommodation:** The residential accommodation proposed is of sufficiently high quality, meeting the particular needs and requirements of future occupiers. The flats would have good outlook and light. The amount of external private/communal space is slightly below our standard, but not to a significant extent and would include a high quality external courtyard which would significantly improve the enjoyment of the site for future occupiers.
5. **Mix of units and departure from development plan:** The proposals provide 100% 1-bed flats, which again is acceptable given the specific extra care needs of future occupiers. This represents a departure from the development plan as policy CP21 requires a proportion of three bedroom accommodation to be provided for schemes of this size. However, the mix is specifically chosen to meet identified housing need in the borough for this type of accommodation and therefore is considered to be acceptable.
6. **Neighbouring amenity:** There would be minimal detrimental impacts to neighbouring residential properties, as measured in accordance with BRE guidance for light and only minor breaches of the Council's SPD1 guidelines for protecting light and outlook to neighbours. The overall impact of the development is considered acceptable, particularly in view of the wider benefits of the scheme in terms of the Council's strategic objectives.
7. **Highways and transportation:** The scheme is to provide suitable provision of car and cycle parking (including buggy parking) and will encourage sustainable travel patterns, with appropriate conditions attached to ensure that the sub-station to the north of the site can be accessed easily for maintenance.
8. **Trees, landscaping and impact on adjoining SINC:** 10 trees are to be lost on site, however these are considered to be of a low overall value to visual amenity, and 20 new trees are proposed to be planted alongside a comprehensive landscaping scheme. Brent's tree and landscaping officers have reviewed the plans and welcome the landscaping proposals and, subject to their implementation, would not object to the existing tree losses. Although some of the trees removed are within the designated SINC to the east of the site, the replacement trees and planting, as well as the high quality landscaping strategy within the communal courtyard, ensure that on balance this would not be harmful when it is weighed against scale and quality of the replacement scheme.
9. **Environmental impact, sustainability and energy:** The measures outlined by the applicant achieve the required improvement on carbon savings within London Plan policy

RELEVANT SITE HISTORY

18/1359

Full Planning Permission

Granted 04/06/2018

Change of use from care home (Use Class C2) to temporary emergency accommodation providing bed and breakfast (Use Class Sui Generis) for a temporary period of 2 years.

17/2208

Demolition determination

Raise No Objection 15/06/2017

Prior approval application for demolition of the vacant Care Home (Use Class C2)

17/1829

Full Planning Permission

Granted 26/10/2017

Demolition of the existing care home building and redevelopment of the site comprising the erection of a five storey building providing 50 self-contained flats (4 studios, 11 x 1bed, 23 x 2bed and 12 x 3bed) with

associated basement level, car and cycle parking space, bin stores, amenity space and landscaping and subject to a Deed of Agreement dated 25 October 2017 under Section 106 of the Town and Country Planning Act 1990, as amended

17/1171

Demolition determination

Raise Objection 11/04/2017

Prior approval application for demolition of vacant two storey care home building

CONSULTATIONS

Press Notice: 25/05/19

Site Notice: 16/05/19

Letters: A total of 368 addresses were consulted by letter on 17/05/2019.

Eight objections have been received, from residents within Cypress and Acacia Courts, Rose Bates Drive, Ruskin Gardens, Honeypot Lane, raising the following issues:

Objection	Response
Impact of additional flats on parking within local streets, and additional traffic congestion, as a result of this development and cumulative impact of other approved developments (e.g. Morrisons Site)	See paragraph 36-38
Harm to pedestrian and highways safety, particular to children and the elderly	See paragraphs 36-46
Increased air pollution from increase in number of cars	See paragraphs 47-48
Loss of trees and impact on SINC to north of site	See paragraphs 60-69
Six storeys is too high in this location, has a detrimental impact on townscape	See paragraphs 6-11
Loss of privacy and harm to enjoyment of living conditions of occupiers in Acacia Court	See paragraphs 15-23
Over-development of site with 61 flats	The proposed development is considered to have an appropriate relationship with its context, provides a good standard of accommodation and does not unduly affect surrounding residents.

In addition, the Kingswood Centre have commented that consideration needs to be given to the privacy and wellbeing of patients within the Mental Health and Learning Disabilities Centre to the north of the site, given the proximity of the proposed development to their principal outside garden space. Consideration also needs to be given to their needs during any demolition and construction process. This is discussed in paragraphs 22-23 and 46.

Statutory/ External Consultees

Local Lead Flood Authority

No objections. The site is located entirely within Flood Zone 1 (low risk). The site is classified as 'More Vulnerable Development' in association with Table 2 of the Planning and Practice Guidance (offices). In accordance with Table 3 of the Planning and Practice Guidance, 'More Vulnerable Development' is permitted in Flood Zone 1. It is considered acceptable to discharge into the public surface water sewer located on Honeypot Lane at a maximum rate of 5l/s.

Environmental Health

Environmental health supports the application subject to a number of conditions relating to internal noise levels, construction noise and dust and air quality impact. See detailed considerations

section of report for further comments on these issues.

Tree Officer

No objections to proposed tree removal, subject to tree protection measures being implemented in line with the tree report. Some concerns with proposed species of planting to be installed but this will be controlled by condition.

Thames Water

No objections subject to informatives.

LB Harrow

No comments to make on the application.

UKPN

In addition, UK Power Networks (UKPN) have confirmed in emails received by officers that the re-location of the substation is required to satisfy their criteria, and that its location internally to the north of the site would be acceptable subject to access arrangements (see highways considerations later in the report).

Statement of Community Involvement

The applicant has set out the level of pre-consultation that was carried out, as required through the Localism Act (2011). The consultation process was based around the following methods:-

- A public consultation was held on site between 03.12.18 with a representative from LB Brent, the architects and the landscape architect. Local residents were invited by a leaflet drop and included residents and businesses on Honeypot Close, Repton Road, Cowbridge Road, Ruskin Gardens north of the junction with Repton road, the Alpine House site, the industrial site to the north-east, the NHS Kingswood Centre site and the Rose Bates Drive development. In addition, Brent and Harrow ward councillors and the Friends of Eton Grove Park were invited to attend. Concerns raised included the likely impact of on street parking and spillover on to roads off Honeypot Lane, which will be considered in more detail within later sections of the report.

POLICY CONSIDERATIONS

The following planning policy documents and guidance are considered to be of relevance to the determination of the current application. Planning applications are required to be determined in accordance with the development plan (inclusive of all below documents) unless there are material considerations that would warrant other considerations being reasonably made.

National

National Planning Policy Framework 2018

Regional

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

Local

Brent Development Management Policies 2016

DMP 1 – General Development Management Policy

DMP 9a - Managing Flood Risk

DMP 9b – On Site Water Management and Surface Water Attenuation

DMP 11 – Forming an Access on to a Road

DMP 12 – Parking

DMP 13 – Movement of Goods and Materials

DMP 15 – Affordable Housing

DMP 18 – Dwelling Size and Residential Outbuildings

DMP 19 – Residential Amenity Space
DMP 20 - Accommodation with Shared Facilities or additional support

Brent Local Development Framework Core Strategy 2010

CP 1 - Spatial Development Strategy
CP 2 - Population and Housing Growth
CP 5 - Placemaking
CP 6 - Design and Density in Place Shaping
CP 15 - Infrastructure to Support Development
CP 17 - Protecting and Enhancing the Suburban Character of Brent
CP 18 - Protection and Enhancement of Open Space, Sports and Biodiversity
CP19 - Brent Strategic Climate Change Mitigation and Adaptation Measures
CP 21 - A Balanced Housing Stock

Brent Supplementary Planning Guidance Documents

Brent Supplementary Planning Guidance:
SPD1 Design Guide for New Development

DETAILED CONSIDERATIONS

Principle of development

1. The principle of the demolition of the existing care home building on the site has been established as part of the extant planning permission reference: 17/1829. This application highlighted that the existing accommodation does not meet current standards and would provide an unsatisfactory standard of accommodation. It went on to advise that the accommodation cannot be feasibly improved to achieve the current standards.
2. Core Strategy policy CP 21 and DMP 20 are relevant with regard to housing that meets an identified need in the borough and in this particular case, accommodation with shared facilities or additional support. These policies form the backdrop to Brent Council's Adult Social Care (ASC) and Housing departments' New Accommodation for Independent Living (NAIL) scheme, which seeks to develop Extra Care and supported living accommodation in order to provide alternatives to residential and nursing care homes. The objective is to deliver at least 500 new units of accommodation across the borough to provide alternatives to residential and nursing care by the end of 2021/22.
3. It is important to note that the self-contained nature of the individual flats, with ancillary levels of care and support from staff provided when required, means that for planning purposes this would constitute Class C3(b) accommodation, rather than the existing lawful Class C2 use, which supported older people. Nevertheless, it is clear from the submission that the proposals are responding to an identified need for high-quality, extra care accommodation within the borough, focusing on occupiers with medium to high care needs. Therefore, the proposed use is considered acceptable in principle under relevant Local Plan policies.

Mix and affordability

4. Policy CP21 seeks to maintain and provide a balanced housing stock in Brent ensuring that new housing appropriately contributes towards the wide range of borough household needs. The scheme would provide 100% 1-bed, 2-person flats. Whilst this would not accord with CP21 as no three bedroom units are proposed, it is considered that the proposed mix would meet identified need and is acceptable given the specialised nature of the accommodation for persons with extra care needs, and the fact this type of accommodation meets an identified need within the Borough. As such, while the absence of 3-bedroom homes within the proposal represents a departure from policy CP21, the mix of house has been proposed to meet housing need for this specific type of accommodation and is considered to be acceptable.
5. The scheme would be secured with 100% of the units made available at a social/ affordable rent. This is clearly welcomed, and subject to a condition ensuring that all 61 units are retained as affordable rented accommodation in perpetuity, would accord with Policy DP15 of the Local Plan.

Height, scale, layout and massing

6. The surrounding buildings vary significantly in terms of their design, scale and appearance. The existing building on the subject site is a two-storey building with a large pitched roof. To the immediate north lies the Alpine House development, comprising Acacia, Palm, Tulip and Cypress Courts, a 5-storey modern development situated across five blocks. Opposite the application site, the Honeypot Close flatted blocks are three storeys tall, whilst to the south of the site, adjacent to the access to the Kingswood Centre NHS facility, buildings are typically 3- to 4-storeys in height with pitched roofs, with some buildings that are 2-storeys tall.

7. The proposals would involve the erection of a six-storey building, which includes a top-storey set back by 2 metres to all elevations. As outlined above, planning permission was granted for the erection of a replacement five-storey residential block (with a set-back fifth storey) in September 2017, and this proposal would be one storey taller. It is considered that the additional height is justified in this instance, given the high quality of the building's overall design and appearance, and the set back nature of the additional storey, which reduces its visual impact (as identified by the architect's longer townscape views of the proposed block from Honeypot Lane).

8. The proposed development would be set in between 5.2m and 9.6m from the northern boundary, maintaining at least a 20 m distance between the northern facade of the proposed building and the opposing (southern) facade of Acacia Court. This spacing reflects the separation distances between the buildings within the Alpine House development, for which there is a distance of between 19 and 20 m between the blocks within this development (between Tulip and Palm Courts, and between Palm and Acacia Courts). The land immediately to the south of the site is relatively open at present, with a 28 m wide strip of land which includes a grassed area and the access to the Kingswood Centre. The south elevation of the proposed block would be set away from the southern boundary of the site by between 3m and 5.3m (with the Kingswood Centre access).

9. To the rear (east), the proposed block would be between 4.3m and 4.8m from the eastern boundary. This part of the scheme adjoins the elements of the Kingswood Centre site which contain significant vegetation and the proposed building relates appropriately to this space. The set-back of the building from Honeypot Lane (approximately 6 m from the footway) is comparable to the set back of blocks within Alpine House, and reflects the prevailing character of buildings along Honeypot Lane. The set-back of the proposed building therefore pays an appropriate regard to the local context. The layout seeks to maximise activity with the street, minimising 'dead' frontage at ground floor level and therefore complies with SPD1 principles of good design.

10. With regard to massing, as well as the set back to the top storey, the elevational treatment has been designed to help reduce the building's overall bulk and visual impact. The principal, street facing elevation has a strong horizontal emphasis but this is broken up by the articulation of balconies, a variety to the fenestration pattern across all floors and recesses to the ground floor, including to the main residential entrance. The use of full height doors/ windows to this elevation also helps to break up the predominant use of brickwork to this elevation, and CGIs submitted with the application demonstrate that the building would not appear overly dominant in longer views along Honeypot Lane, and when seen in context with Alpine House and adjoining developments.

11. To the rear elevation, the use of open communal walkways and the U-shape layout ensures that this would not appear overly dominant, with the two main wings to the north and south being broken up through the use of balconies and variety to the fenestration pattern on different floors. Overall, the proposed building would appear in scale with its surroundings, and would be acceptable in terms of its overall bulk and massing, complying with the design principles set out in SPD1.

Architecture and materiality

12. The building would be predominantly brick-built, with metal fascia cladding to the set-back top storey and to some of the external balcony features and detailing at lower levels, and timber and hardwood used for the proposed railings and windows, which is considered appropriate. The use of different brickwork types and finishes to the metal cladding (e.g. the use of both wide and narrow grooves) helps to ensure a good level of visual interest would be maintained, particularly to the Honeypot Lane elevation, and overall the use of materials is considered of an excellent quality, which reflects local character while still ensuring a contemporary feel.

13. The architectural approach in general is welcomed and would be simple and legible, with materials that would complement the height and massing of the building overall. It is recommended that the final choice of materials and finishes is secured through condition, in particular to ensure that the detailing proposed is achieved, and the building overall delivers a high quality finish which makes a positive

contribution to the area.

Impact on neighbouring amenity

14. The Council's Supplementary Planning Document (SPD1) sets out a number of parameters for the consideration of potential impacts on the amenities enjoyed by neighbouring occupiers. Objections have been raised regarding the potential impact of the proposed development on neighbouring amenity. In particular, they have raised concerns about the loss of light and overlooking to adjoining flats in Alpine House.

Daylight, sunlight and outlook

15. The applicant has submitted a daylight, sunlight and overshadowing analysis of the impact of the development on surrounding properties, utilising the recommendations set out in the BRE 'Site layout planning for daylight and sunlight - a guide to good practice (2011)' document. An analysis of the Vertical Sky Component (VSC) concludes that 55 of the 63 windows analysed for daylight (87%) would meet BRE recommendations (i.e. either in excess of 27% VSC, or 80% of their current values). All of the windows outside of these targets are situated to the immediate north of the site, within the Alpine House development (Acacia Court).

16. Further analysis of these 8 windows indicates that the levels of daylight reaching them is already compromised by the design of the block in which they sit, with deep reveals and overhanging balconies which restrict VSC levels. Further VSC calculations have been carried out with the overhanging balconies removed. The revised results show that all of these windows would either retain 80% of current values, or a residual VSC of 18% or more. This would comply with BRE recommendations and therefore is considered to not cause any material loss of daylight to adjoining properties.

17. With regard to sunlight, 28 of 34 relevant windows identified (82%) would retain in excess of 25% of its Annual Probable Sunlight Hours (APSH) and 5% of hours during "winter months" (WPSH) will appear sufficiently sunlit. Further calculations have identified that two of the six remaining windows would be below recommended levels, which are both to Acacia Court and would again be affected by the fact that they would be set within deep reveals to the south elevation of this block. On balance, this situation is considered acceptable.

18. With regard to outlook, SPD1 specifies that developments should normally be situated below a 30-degree line taken at a 2m height above floor level within the habitable rooms of the associated dwellings. A separation distance of 21m would be maintained between the northern elevation of the proposed building and the south elevation of Acacia Court, and the drawings indicate that the proposal would comply with the 30-degree rule to the adjoining windows.

19. In addition, new developments should sit within a line drawn at 45 degrees from neighbouring private amenity space (measured at 2m above ground level). Despite the proposed increase in height and bulk to the north of the site, a minimum separation distance of 13m is maintained to the adjoining gardens of Acacia Court, and the set back nature of the top storey ensures the proposal would not be in breach of the 45-degree rule when measured from the adjoining gardens.

Overlooking / privacy

20. Section 5.1 (Privacy and amenity) of SPD1 states that directly facing habitable room windows will require a minimum separation distance of 18m, while a distance of 9m should be kept between gardens and habitable rooms or balconies.

21. The proposals would respect this separation distance to the north, maintaining a 25m distance to the southern facing windows and balconies of Acacia Court. The impact on privacy is accordingly in line with the levels set out within this guidance. The scheme does not directly adjoin any other residential dwellings so separation distances are therefore exceeded on all sides.

22. Concern has been raised by the NHS Mental Health and Learning Disabilities unit that operates the Kingwood Centre. They consider that the proposed development will overlook their site and the current inpatients unit and will be detrimental to the health and well-being of their patients and will infringe and compromise their dignity and privacy. While the proposed development will partly overlook the NHS land, any impact is lessened by the U-shape design with the central communal courtyard, meaning windows directly overlooking this land are minimised.

23. The complex requirements associated with the type of care provided within the Kingswood Centre are acknowledged. However, it is not clear that the levels of overlooking associated with the proposed development will be unduly detrimental, given the access road (to the south) and SNIC site (to the east) is already overlooked by other historical developments.

Quality of proposed accommodation

Minimum floorspace standards

24. The 61 proposed units would all have a GIA of between 54 and 71 sqm, and have been designed to be at least 10% larger than London Plan minimum floorspace standards in order to comply with the recommendations of the 'Housing our Ageing Population: Panel for Innovation' (HAPPI) Report from 2009, which acknowledges that older and less mobile residents tend to spend longer within their homes and therefore require a space which is larger, and require one which allows them to adapt to changing needs. On this basis, the flats have been designed with a more flexible layout and additional storage space (for example, for wheelchair storage). All units would have separate double bedrooms (some of which would be en-suite), living room / kitchens, and sufficient levels of internal storage space.

25. The units are supported by communal facilities at ground floor, which include TV, library and dining rooms, a multi-use room for social activities and therapy sessions, as well as the communal courtyard. This is considered sufficient to provide a good quality of accommodation for future occupiers. Ancillary staff facilities are also provided at ground floor level, and are also considered of sufficient size and quality to meet the needs of this particular use.

Daylight

26. An Average Daylight Factor (ADF) test has been carried out for the new dwellings which identifies that levels of daylight to the habitable rooms of all units within the development would comfortably meet and exceed relevant BRE standards for good average daylight levels throughout the year.

27. The BRE guidance recommends that at least half of amenity space within a development receive at least two hours of sunlight on the 21st March. The applicant's overshadowing diagrams confirm that the majority of the ground floor communal courtyard (76%) will achieve this, which is considered acceptable. Where this is not met, this is largely down to the height and massing to the north elevation.

Cooling and overheating

28. Details of overheating have been submitted as part of the Energy Strategy. The Mayor's London Plan seeks to avoid overheating and excessive heat generation within Policy 5.9. In order to mitigate overheating through ventilation, the report identifies that a MVHR system (mechanical ventilation with heat recovery) would be provided, as well as during winter months to reduce heating demand. All flats are dual aspect and have full height balcony doors for cross-ventilation, which is welcomed.

Layout and Outlook

29. One of the principal objectives of the scheme is to provide a high quality standard of accommodation to prospective occupiers, given the likelihood of residents spending more time within their individual flats, and this is reflected in the layout and outlook provided to each flat. The U-shape layout to the development enables all of the units to enjoy a dual aspect, the majority of which would have at least a secondary aspect onto the landscaped courtyard as a result of the proposed open walkway along this part of the block. Only one flat per each upper floor has its primary aspect towards Alpine House, however this maintains a distance of at least 16m from the nearest private amenity space to the north of the site, and therefore would comply with SPD1 standards.

30. The main circulation route is to the courtyard side of the building, allowing an open connection between all flats and ensuring greater opportunities for interaction and increased natural surveillance between the flats. There are two main cores to the block, and the linked connection between the two cores ensures that all flats can be accessed by the two proposed lifts. The proposed open walkways also help to ensure there would not be an 'institutional' feel to the building. At the same time, a 22m separation distance is maintained between the northern and southern wings of the building, ensuring there would not be any undue overlooking between flats within the block.

31. At ground floor level, the internal layout is simple and legible, with the main living and communal areas designed to link directly with the communal courtyard for easy access and enjoyment, as well as facing onto the Honeypot Lane elevation to maximise levels of activity on this frontage. The main entrance to the building is also closest to the vehicular access point on Honeypot Lane, and would be well overlooked so as to maintain security and ensuring a good level of natural surveillance.

Accessibility

32. As outlined above, the specific needs of prospective occupiers of the flats are at the heart of the building's design, and 13 of the 61 flats (21%) would be wheelchair accessible dwellings, with the remaining units meeting conditions the requirements of Building Regulations M4(3) (accessible adaptable dwellings). A condition is attached to ensure this is achieved. All units have been designed to meet the requirements of the Mayor's London Housing Design Guide standards. Flats achieve a floor to ceiling height of at least 2.5 m in accordance with the Mayor's Housing SPG. All communal areas at ground floor level would also be fully wheelchair accessible, including the landscaped courtyard.

Amenity space

33. Each of the 61 flats would have access to a private balcony of at least 5sqm, with first floor flats and those on the south-western corner of the block benefitting from a balcony of more than 10 sqm. All balconies would have a depth of at least 1.5m, complying with London Plan requirements.

34. This space is supplemented by the communal landscaped courtyard of 610 sqm, which would be a high quality, useable space (further details provided later in the report). This equates to an average of 19.4 sqm per residential unit, which is only slightly below the Council's usual requirement of 20 sqm per flat. Given the nature of the use, the lack of any play space required and the high quality communal space proposed, this slight shortfall is considered acceptable on balance.

35. The communal garden would also be overlooked by a number of apartments, further promoting safe and amenable recreational areas.

Highways and Transportation

Car parking

36. Honeypot Lane is a London Distributor Road and the borough boundary runs along its centre line. The site has low accessibility to public transport (PTAL 2) with four bus routes and Queensbury Station, within walking distance from the site. The majority of objections received have raised concerns with regard to the impact of the additional flats on parking and traffic congestion, in particular given other approved developments in the borough and the adjoining Alpine House development, and knock-on effects in terms of highways and pedestrian safety.

37. Similar issues were raised during the previous application on the site in October 2017. Officers pointed out at this time that overspill parking associated with the adjoining Alpine House development resulted in the implementation of double yellow lines along Honeypot Lane and requests from residents for the introduction of a Controlled Parking Zone to address the parking issues. Permission was granted subject to a section 106 agreement which secured a contribution of up to £25,000, payable to LB Harrow, in order for them to implement a Controlled Parking Zone (CPZ) to mitigate on-street parking concerns.

38. However, it is important to note that the previous application related to the provision of standard C3 accommodation, rather than catering for occupiers requiring extra care, who are not expected to own private cars. It is also reasonable to apply car parking allowances for care homes in this case (i.e. one space per 10 bedrooms), as set out at Appendix 1 of the adopted DMP 2016. The proposal including 5 car parking spaces, which would predominantly be to the northern edge of the site (including one blue badge space), as well as a space to the Honeypot Lane elevation for ambulance drop-offs and emergency vehicles. The proposal accords with maximum allowances of 6 spaces. It is expected that these 5 spaces would be used solely by staff and visitors, and therefore would not result in any demand for on-street spaces, thus negating the need for a financial contribution to a CPZ in this instance.

39. In order to soften the appearance of the front entrance and parking spaces to the Honeypot Lane elevation, a scheme of soft landscaping and planting is proposed which would ensure no visual harm would result from the parking arrangements. Further details of the precise type and species of shrubs and plants to be installed would be secured by condition.

40. Concerns were initially raised by Brent's highways officer regarding a 4.1m width not being maintained to allow easy access to this parking area. However, this has been addressed by revised plans showing a minimum width of 4.1m, and on this basis the proposals are considered acceptable.

Cycle and buggy parking

41. The London Plan requires 1 cycle parking space per 5 members of staff and 1 cycle parking space per 20 bedrooms. It is recommended that the spaces are capable of accommodating adaptable cycles such as tricycles as research has shown that cycling is an effective form of exercise for people with mobility problems as it is easier on joints and so enables people to have more independence.

42. Following initial concerns raised by highways officers, revised plans have been received showing the provision of both cycles and tricycles within the ground floor cycle store, which would also be shared with buggies. 5 full time members of staff are proposed, and therefore four spaces would be required, which have been shown and are acceptable.

43. The revised plans now also show sufficient widths are maintained for both buggies and tricycles to be easily stored and accessed, both externally and from within the building. There would be space for up to eight buggies within the store, which is considered acceptable.

Refuse storage

44. The proposed bin store is to the front elevation at ground floor level, and shows sufficient capacity for both refuse and recycling, meeting Veolia's requirements for 61 flats. It is proposed to park a refuse vehicle on Honeypot Lane a distance of 13m from the refuse store, which is slightly over the maximum 10m but would be acceptable, given other properties along Honeypot Lane result in refuse vehicles servicing from the carriageway. This is considered acceptable by both highways officers and Veolia, subject to a condition ensuring the refuse and recycling storage is provided before any of the flats are occupied.

Vehicular access and servicing/ deliveries, including access for sub-station

45. An important part of the proposals involves the re-location of the UKPN sub-station from its current position to the south of the site, to be housed internally to the north-eastern corner of the building. A tracking diagram has been submitted showing a HGV servicing the sub-station. Highways officers initially raised concerns as to why an HGV would be required to service the sub-station, which would require the suspension of parking bays when required for access. However, UKPN has confirmed to officers that this would be on a once-in-10 year basis for maintenance, and therefore the suspension of parking bays this infrequently would be acceptable. A condition is attached requiring a parking management plan to be submitted, outlining how this issue would be addressed to ensure there would not be any knock-on impact on on-street parking.

Construction management

46. Objections have been received from adjoining residents regarding the impact of construction traffic and congestion from deliveries of materials, spoil from demolition etc. It is considered that the approval and implementation of a Construction Method Statement (CMS) is also secured. The construction of developments does inevitably result in some impacts on local residents whether this relates to an extension to a house or a Major development. Planning cannot reasonably prevent development from taking place because of this impact. However, Major developments consents look to promote best practice in construction through the implementation of a Construction Method Statement. Whilst it is acknowledged that this does not result in zero impact on surrounding residents, it looks to minimise impacts where possible.

Environmental Health considerations

Air quality

47. The site is located within an Air Quality Management Area and an air quality assessment considering the impacts of the proposed redevelopment of the site on air quality has been submitted, which has been reviewed by Brent's regulatory services team.

48. An air quality neutral assessment has been submitted as part of the document, and this confirms that there would be no issues in terms of transport and building emissions. The applicant has confirmed that

a communal boiler would be installed with one flue running up to the roof, and sitting behind the parapet level to ensure it would be sufficiently screened.

49. A condition is also attached to ensure that details of any plant / extract equipment associated with the proposed kitchen at ground floor level is submitted for approval before any of the units are occupied, to ensure no issues with odours or noise to future or adjoining occupiers.

Noise from end use (including sub-station) and impact of existing noise on proposed units

50. The residential nature of the scheme is such that the proposed development is not likely to result in unduly detrimental end use noise issues in itself. However, it is situated on a relatively busy road and a noise assessment has accordingly been submitted to support the proposal. This identifies that noise reduction associated with the fenestration within the scheme will need to achieve noise reduction levels of between 29 and 36 dB, which is easily achievable within the scheme. As such, it is recommended that a condition is attaching requiring the fenestration within the scheme to meet the design levels set out within the Noise Impact Assessment submitted. A condition is also attached requiring details

Construction noise and nuisance

51. Objections have been raised from the NHS Kingswood Centre regarding the dust and pollution associated with demolition and construction. As with the potential impacts of the construction of the development on the highway network, best practice is also promoted in relation to the noise and other nuisance (e.g. dust and pollution) associated with construction of a development, with measures secured through the Construction Method Statement.

52. It should be noted that in relation to these matters, there is also control through environmental health legislation and a planning cannot duplicate any controls that are available under other legislation. However, the council's regulatory services team have recommended a condition requiring a Construction Method Statement to be submitted for approval before works start. This would be required to cover highways issues as well, and has been attached.

53. A further standard condition is also attached requiring all non-road mobile machinery to meet low emission standards, as set out within the London Plan.

Contaminated land

54. No contaminated land ground investigation report has been submitted. However, in reviewing the application, Brent's regulatory services consider that the site has been identified as previously contaminated due to previous uses. Therefore, a condition is attached requiring a site investigation report to be submitted for approval before works commence, with any necessary remediation measures to be carried out before demolition and/or construction starts.

Sustainability and energy

55. A detailed Energy Strategy and Sustainability Statement have been submitted with the application.

56. The proposed regulated development with 'Be Lean', 'Be Clean' and 'Be Green' measures incorporated is confirmed to emit 41.21 regulated tonnes of Carbon Dioxide per annum, which is down from a baseline emission of 63.98 tonnes per annum. This equates to a 35.58% reduction on the minimum building regulations (2013) as required within the London Plan, although does not achieve the zero carbon goal and as such requires an offset payment. The offset payment shall cover a 30 year period of emissions, with the payment being equivalent to £60 per tonne per annum. This payment will be secured through a condition to any forthcoming consent. With the modelling provided, a payment of £74,178 would be secured for this purpose.

57. The details of the energy efficiency improvements are as follows:

Be Lean (total savings within the dwellings from 'be lean': 3.1tCO2/annum - 4.83%)

" Using building fabric which significantly improves on the thermal performance of a building regulation compliant building

" High levels of air tightness throughout the scheme

" The use of energy efficient lighting and heating and controls

" The use of mechanical ventilation with heat recovery.

Be Clean (total savings within the dwellings from 'be clean': Zero)

It has been explained that the baseload heat demand is not sufficient to support the installation of a site wide heating system or combined CHP engine.

Be Green (total savings from 'be green': 19.67tonnes CO2/ annum - 30.75%)

- Review of air source heat pumps, wind turbines and photovoltaics
- Considered that PV panels were most appropriate in the context of this development
- Anticipated that a total of 358 sqm of PV panels will be installed at roof level, particularly to the south facing elevations

58. Although no formal comments have been received by the council's sustainability officer, the energy statement confirms that the proposals would meet the 35% target for on-site reduction in carbon emissions without the need for a CHP system to be installed. Subject to appropriate conditions to secure the installation PV panels before occupation, and requiring the payment of the carbon offsetting as outlined above, officers consider the scheme would meet the requirements of the London Plan.

59. London Plan policy 5.15 states residential developments are to be designed to meet the target of 105 litres or less per head per day. It is highlighted this will be sought, but final calculations based on sanitary ware specifics will need to be undertaken. It is recommended that a condition is attached to ensure this standard will be achieved.

Trees and landscaping

60. The Arboricultural Assessment identifies a number of trees to be removed, and a number to be protected and retained, including the protection of trees outside of the site. The tree survey identifies 22 trees within or adjoining the application site, including 6 Grade B trees (life expectancy of 20+ years), 14 Grade C trees (life expectancy of 10+ years) and 2 grade U trees (life expectancy of less than 10 years). There are no trees which are subject to a Tree Preservation Order which would be affected by the proposal.

61. The submission identifies the removal of 10 trees is required, which primarily involves the removal of a number of low grade trees around the perimeter of the site (7 Grade C trees and 2 Grade U trees). The removal of 1 Grade B tree is also proposed (marked as T16 - Birch) as its root protection area would be significantly impeded by the proposed footprint, and it is considered makes a limited amenity contribution given the presence of larger mature trees surrounding it. Its loss would be mitigated by new a tree planting scheme, which is set out in more detail below.

62. The planting of 20 replacement trees is specified as a part of a broader landscape plan, which would result in an increase in the number of trees on site; species include Serviceberry and Golden Alder within the internal courtyard, and Persian Ironwood and Tibetan Cherry on the perimeter of the site (predominantly to the front and rear elevations). Brent's arboricultural officer has reviewed the proposals and consider these generally acceptable, subject to a condition requiring adherence to the protection measures set out within the tree report.

63. However some concerns were raised about the use of certain species of tree (*Prunus spinosa*) and the wider landscaping strategy, which has been set out within the applicant's design and access statement.

64. While the strategy as a whole is detailed and of a high quality, in particular with regard to the residents' communal courtyard to the rear of the site, it has been suggested that more native trees such as Bird Cherry, Rowan, Hawthorn or Crab Apple would be better utilised, particularly given the ecological report recommending the use of native species (see further details in later sections of the report). Officers consider that this can be further explored as part of a full landscaping strategy, including details of all species of all new trees, shrubs and hedges, and details of all new seating, decking and the proposed pavilion, to be submitted for approval via condition.

Ecology and impact on Site of Importance to Nature Conservation (SINC)

65. The site adjoins a designated Grade I Site of Importance to Nature Conservation (SINC). A thin strip of land with this designation (3 m wide) land projects into site along the northern boundary, but the main area of designated land is situated to the east of the site. Recognising the significance of this, the applicants have submitted both an ecological appraisal and bat inspection survey.

66. The Ecological Appraisal examined habitats present following the standard "Phase 1 habitat survey" auditing method and examines the potential impact on protected species. This appraisal examines the potential impacts of the proposal of the SINC, and identifies the following ecological constraints and recommendations:

- " It is recommended that a Biodiversity Management Plan is produced which details ecologically sensitive working practices, buffer zones and biodiversity enhancements
- " Retention of all hedgerow
- " All habitats should be cleared outside of breeding bird season (i.e. outside of March to August inclusive) to ensure no nesting bird habitats are removed
- " Daytime bat inspection should be undertaken to fully assess potential bat roosting habitats
- " Provision of bird and bat boxes and hedgehog hibernation boxes
- " Sensitive lighting scheme during and post-development

67. A bat survey was subsequently undertaken, which concludes that none of the voids within the existing building contain evidence of roosting bats, and that the extensions and sheds were not considered to have potential to support bats. The semi-mature trees on site were considered unsuitable for roosting bats, but the eastern tree line was specified as being likely to provide some opportunities for foraging and commuting bats. The report recommends that this tree line is enhanced and to remain unlit.

68. As outlined above, a landscaping masterplan and outline planting strategy have been submitted, demonstrating that links between the proposals and the adjoining SINC are at the heart of this strategy. Native planting and re-planting of trees are proposed within the area of land along the northern boundary of the site which currently falls within the SINC designation. A small parcel of the SINC to the north-eastern boundary, closest to the Alpine House development, would be lost and hard surfaced in order to allow access to the sub-station and provide parking in this area. However, this would represent a very small proportion of the land designated as part of the SINC, and the landscaping improvements proposed to the remainder of the SINC are considered to outweigh this very minor reduction.

69. As outlined above, measures to protect the existing trees that are proposed to be retained, as well as precise detailed of the landscaping strategy, are recommended to be secured through condition.

Flood Risk and Drainage

70. The site falls within flood zone 1 of the Environment Agency's flood designations (the lowest flood risk). Nonetheless, given the scale of the proposal the applicant has submitted a report addressing flood risks of the development. The report also outlines a drainage strategy for the site which would significantly reduce surface water discharge rates of the site from their existing levels, in line with the requirements of London Plan policy 5.13. The developer will achieve this by providing rainwater storage tanks and suitable sustainable urban drainage (SuDS) measures which will result in a reduction in the existing rate of discharge to the sewage network.

71. The document has been reviewed by Brent's flood risk consultants and it is confirmed that the approach to flood risk and sustainable drainage for this development is acceptable and in line with Brent and London Plan standards. A condition will require that the measures as outlined in the flood risk and drainage assessment are adhered to throughout the development.

72. Thames Water has also reviewed the application and have raised no in principle objections to the application. They have also provided information relating to the requirements for connecting the development to the public sewer, minimising groundwater discharge during construction, installing fat traps and petrol / oil interceptors. This information will be communicated to the applicant by way of informative.

Fire Safety

73. Fire Safety is formally considered at Building Regulations stage, however the applicants have clarified a fire safety strategy within their planning submission, as well as setting out the key design principles within their design and access statement.

74. Both cores will have fire evacuation lifts and escape stairs which provide protected routes direct to the outside at ground level. On upper floors, the open walkways ensure that most flats are provided with means of escape in two directions. Where escape is not possible in two directions, balustrades will be imperforate to prevent spread of smoke across floors. A residential sprinkler system will also be provided in

accordance with BS 9521 to cover residential, staff and communal accommodation. Additionally, all apartments will have protected entrance halls to allow for safe evacuation away from the kitchen, with wheelchair accessible flats having a means of escape directly from the bedroom into the protected hallway.

Equalities

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

CIL liability

76. The development is CIL liable, however all of the housing within the scheme would be secured as affordable housing and would therefore be liable for full relief on CIL payment. This relief must be proactively applied for by the developer and agreed with the Local Planning Authority prior to the commencement of development.

Conclusion

77. Officers consider that the scheme meets planning policy objectives and is in general conformity with local, regional and national policy. The proposal would make a positive contribution to the area, whilst having an acceptable impact on and relationship with the existing surrounding development. Officers recommend the application for approval subject to the conditions and obligations set out in this report.

CIL DETAILS

This application is liable to pay **£1,115,169.94** * under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible* floorspace which on completion is to be demolished (E): 1200 sq. m.

Total amount of floorspace on completion (G): 4333 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
(Brent) Dwelling houses	4333		3133	£200.00	£0.00	£923,116.07	£0.00
(Mayoral) Dwelling houses	4333		3133	£0.00	£60.00	£0.00	£192,053.87

BCIS figure for year in which the charging schedule took effect (Ic)	224	323
BCIS figure for year in which the planning permission was granted (Ip)	330	
TOTAL CHARGEABLE AMOUNT	£923,116.07	£192,053.87

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

**Eligible means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 19/1350

To: Miss Rashid
Levitt Bernstein
Levitt Bernstein
Thane Studios
2-4 Thane Villas
London
N7 7PA

I refer to your application dated **10/04/2019** proposing the following:

Demolition of existing care home building (Class C2) and re-development of site comprising the erection of a six-storey building to provide 61 one-bedroom self-contained flats with an element of extra care (Class C3(b)), and associated shared facilities at ground floor level. Provision of associated private amenity space, external landscaped communal courtyard, refuse and cycle and mobility scooter storage. Retention of five car parking spaces to north of site, and re-location of sub-station internally to the north elevation.

and accompanied by plans or documents listed here:
Please see condition 2.

at **The Willows, 136 Honeypot Lane, London, NW9 9QA**

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

Date: 12/08/2019

Signature:

Gerry Ansell

Interim Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

- National Planning Policy Framework 2018
- The London Plan 2016
- Brent's Core Strategy 2010
- Brent's Development Management Policies 2016
- Brent's Supplementary planning Document 1: Design Guide for New Development 2018

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

3544-D-001 P1 (OS Plan);

3544-D-11 P3;

3544-D-12 P3;

3544-D-13 P3;

3544-D-14 P3;

3544-D-30 P2;

3544-D-31 P2;

3544-D-32 P2;

3544-E-01 P1;

3544-E-10 P1;

3544-E-101 P1;

3544-L-101 P4;

3544-L-102 P4;

3544-L-200 P3;

3544-L-201 P3;

3544-L-202 P3;

3544-L-203 P3;

3544-L-204 P3;

3544-L-205 P3;

3544-L-206 P3.

3544-L-1 P1;

3544-L-2 P1;

3544-L-3 P1;

3544-L-4 P1.

Daylight and sunlight assessment from T16 Design Ltd (ref. 2793 Rev 3) dated March 2019;

Noise assessment from InAcoustic Ltd (ref. 18-069) dated 25th May 2018;

BS5837:2012 Tree Survey, Arboricultural Implications Assessment & Method Statement from Indigo Surveys Ltd (ref. 18117/A2_AIA) dated November 2018;

Air quality assessment from Southdowns Environmental Consultants (ref. 2245W-SEC-00001-02) dated January 2019;

Bat Inspection Survey from MKA Ecology (ref. 74618) dated 10th August 2018;

Preliminary Ecological Appraisal from MKA Ecology (ref. 74618) dated 8th May 2018;

Energy Strategy from Waterstone Design Consultants Ltd (ref. D2298/REPORTS Rev 1) dated 18th Jan 2019;

Flood Risk Assessment from IESIS Structures (ref. SE1569-ISS-7118TR1) dated 03/12/2018;

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

- 3 Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3)) or shall meet easily accessible/adaptable standards (Building Regulations M4(2)) unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure suitable facilities for disabled users, in accordance with the London Plan policy 4.5.

- 4 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space within the site to accommodate additional bin or cycle storage.

- 5 Notwithstanding the provisions of the Town & Country Planning (Use Classes Order) 1987, as amended, the 61 units within the hereby permitted shall only be used for the provision of residential accommodation within Use Class C3b and for no other purposes within Class C3 of the schedule to the Order or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order, with or without modification.

Reason: To ensure that the use remains appropriate for the site location and to ensure that the standards applied to the consideration of the approved development are maintained in connection with the completed development so approved and to meet Brent's housing needs.

- 6 The development hereby approved shall be implemented and maintained for the lifetime of the development as 100% affordable rented housing (at rents up to 80% of the market rents and capped at Local Housing Allowance rates, inclusive of service charge, intended for households who cannot afford housing at market rates) and LB Brent will have the right to nominate people to be housed in the whole of the affordable housing development, unless otherwise agreed in writing with the local planning authority.

Reason: To ensure the development is implemented in accordance with the approved details submitted having regard to the weight that was given to this scheme being 100% affordable when reaching a decision and to contribute to meeting Brent's identified housing needs, including meeting LB Brent's statutory housing duties.

- 7 The parking spaces, cycle (including tricycle) and buggy storage facilities, and refuse storage shall be installed prior to occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building hereby approved.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 8 All tree protection measures as recommended within the submitted BS 5837:2012 Tree Survey,

Arboricultural Implications Assessment & Method Statement (ref. 18117/A2_AIA, prepared by Indigo Surveys Ltd dated Nov 2018) shall be adhered to throughout the construction of the development.

Reason: To protect trees surrounding the site from damage associated with construction processes.

- 9 Prior to occupation of any of the flats hereby approved, the mitigation measures described in the approved Noise Impact Assessment (In acoustics dated 25/5/18 ref 18-069) shall be implemented. The report is subject to the approval of the Local Planning Authority.

Reason: To obtain required sound insulation and prevent noise nuisance.

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

- 11 Prior to the occupation of the development, all mitigation measures described in the approved Air Quality Impact Assessment (Southdowns Environmental Consultants – 2245W-SEC-00001-02 – dated Jan 2019) shall be implemented in full.

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

- 12 All recommendations contained within the approved Ecological Appraisal (MKA Ecology - PRELIMINARY ECOLOGICAL APPRAISAL – dated 8th May 2018 – Ref: 74618) shall be adhered to throughout the construction of development.

Reason: To protect and enhance local ecosystems that would otherwise be unduly harmed by the development.

- 13 The development hereby approved shall be carried out in full accordance with the details stipulated in the approved Flood Risk Assessment (SE1569-ISS-7118TR1 dated 03/12/2018) and SUDS Assessment (ref. 71187125 dated 28/01/2019).

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

- 14 All dwellings shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 15 All mitigation measures set out within the Energy Strategy (Waterstone Design Consultants Ltd

– Energy Strategy - D2298/REPORTS Rev 1 dated 18th Jan 2019) shall be fully implemented and maintained for the lifetime of the Development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a satisfactory development which incorporates sustainability measures, and accord with London Plan Policy 5.2.

- 16 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing above ground level. The work shall be carried out in accordance with the approved details.

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

- 17 Prior to works above ground level details of appropriate screening between the ground floor flats and the communal amenity space at this level, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved plans.

Reasons: In the interests of the amenities of the adjoining occupiers.

- 18 Within six months of commencement of work on site, detailed drawings showing the photovoltaic panel arrays on the roofs of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority.

The photovoltaic panel arrays shall be installed in accordance with the approved drawings and made operational prior to occupation of the development hereby approved.

Reason: To ensure that the development minimises its carbon emissions, in accordance with London Plan policy 5.2.

- 19 Prior to commencement of any works on site (including site clearance works and or demolition) a Construction Traffic & Logistics Plan shall be submitted to and approved in writing, and the development shall be implemented fully in accordance with the approved details thereafter, unless otherwise agreed in writing by the Local Planning Authority. The Plan shall provide for:

- (i) the parking of vehicles of site operatives and visitors;
- (ii) Construction traffic routes to the development site;
- (iii) loading and unloading of plant and materials;
- (iv) storage of plant and materials used in constructing the development;
- (v) The operation of the site equipment generating noise and other nuisance causing activities, audible at the site boundaries or in nearby residential properties to only be carried out between the hours of 08:00 – 18:00 Mondays-Fridays, 08:00-13:00 Saturdays and at no time on Sundays or Bank Holidays (unless otherwise agreed as part of the Construction Management Plan);
- (vi) wheel washing facilities and schedule of highway cleaning;
- (vii) measures to control the emission of dust and dirt during construction;
- (viii) a scheme for recycling/disposing of waste resulting from demolition and construction works;

(ix) Staff car parking facilities; and

(x) Adhere to the Considerate Contractors Scheme.

Reason: To ensure that the environmental impacts of the works are suitably mitigated to protect residential amenity and ensure the development does not have an adverse impact on the highway.

- 20 Prior to the first occupation of the development hereby approved, a car park management plan (including measures to control parking when servicing of the sub-station is required) shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be adhered to in full.

Reason: To ensure an appropriate parking arrangement and system of parking management for the development.

- 21 Within six months of commencement of works above ground level, a scheme shall be submitted to and approved in writing by the Local Planning Authority that provides details of all landscaped areas of the development. Such approved landscaping works shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) the planting scheme for the site, which shall include species, size and density of plants and trees, sub-surface treatments (or planters / green roof substrate profiles where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site boundaries;
- b) walls, fencing and any other means of enclosure, including materials, designs and heights;
- c) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials;
- d) a landscaping maintenance strategy, including details of management responsibilities.

Any trees and shrubs planted in accordance with the landscaping scheme and any plants which have been identified for retention within the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

- 22 Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level when measured at the nearest noise sensitive premises. An assessment of the expected noise levels shall be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' and any mitigation measures necessary to achieve the above required noise levels shall be submitted to the Local Planning Authority in writing for approval. The plant shall thereafter be installed and maintained in accordance with the approved details

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2.

- 23 A scheme of sound insulation measures shall be submitted to the Local Planning Authority for approval. The insulation of the separating floor and walls between the plant room and electrical

substation and the flats on the ground floor and first floor shall be designed to meet the standards of Building Regulations Approved Document E 'Resistance to the passage of sound'. In addition, low frequency noise transmission shall be assessed and mitigation measures implemented if required. The approved measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels, in accordance with Brent Policy EP2

- 24 Prior to the commencement of the use the applicant shall provide details of all domestic boilers installed demonstrating that the rated emissions of Oxides of Nitrogen (NOx) do not exceed 30 mg/kWh, in writing for the approval of the Local Planning Authority.

Reason: To protect local air quality, in accordance with Brent Policy EP3.

- 25 **Contaminated Land Condition 1: Investigation**
Following the demolition of the buildings and prior to the commencement of building works, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. The written report is subject to the approval in writing of the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site

Contaminated Land Condition 2: Remediation and verification
Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be provided to the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

Reason: To ensure the safe development and secure occupancy of the site

- 26 Prior to first occupation of the development hereby approved, the developer shall enter into a Memorandum of Understanding with the Local Planning Authority in order to provide appropriate offsetting measures for the development's carbon emissions.

Reason: To ensure the development is in accordance with the principles of London Plan Policy 5.2.

- 27 Prior to first occupation of the residential units hereby approved, the following information shall be submitted to and approved in writing by the Local Planning Authority in relation to the internal substation to the northern elevation at ground floor level and thereafter installed in accordance with the approved details.
- The magnitude of the electric and magnetic field at the base station based on its maximum usage and an assurance that the station will remain compliant with the ICNIRP recommendations;
 - The projected electric and magnetic fields at the site boundary (compared to existing background) and that at the nearest residential premises.
 - Details of noise/ vibration mitigation measures in the installation such as acoustic insulation/screening or anti-vibrational mountings.

Reason: To secure the satisfactory development of the site in terms of human health and the wider environment.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure

Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.

- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. Such notification shall include photographs showing the condition of highway along the site boundaries.
- 4 As you are redeveloping a site, there may be public sewers crossing or close to your development. If you discover a sewer, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.
https://urldefense.proofpoint.com/v2/url?u=https-3A_developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Planning-2Dyour-2Ddevelopment_Working-2Dnear-2Dor-2Ddiverting-2Dour-2Dpipes&d=DwlFaQ&c=OMjwGp47Ad5otWI0_IpOg&r=G_hzVySAkixNx_E_J_EjNJR_FDWFjexJLES8DRQ06qKk&m=FLGbH_VWX8v3KpVX1w73BSHTU4zMyuLDBCDA1Sx0QUI&s=doVL3ujryxHZqrf8nTtNaqaEK-dUcNxK0ceVgpY0PI&e=.

With regard to surface water drainage, where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website.

https://urldefense.proofpoint.com/v2/url?u=https-3A_developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Apply-2Dand-2Dpay-2Dfor-2Dservices_Wastewater-2Dservices&d=DwlFaQ&c=OMjwGp47Ad5otWI0_IpOg&r=G_hzVySAkixNx_E_J_EjNJR_FDWFjexJLES8DRQ06qKk&m=FLGbH_VWX8v3KpVX1w73BSHTU4zMyuLDBCDA1Sx0QUI&s=3VLmopzTOiJ_JVzUnrqsGzCNMwXmV2JPJNi6B-pSqk&e=

The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other

structures.https://urldefense.proofpoint.com/v2/url?u=https-3A_developers.thameswater.co.uk_Developing-2Da-2Dlarge-2Dsite_Planning-2Dyour-2Ddevelopment_Working-2Dnear-2Dor-2Ddiverting-2Dour-2Dpipes&d=DwlFaQ&c=OMjwGp47Ad5otWI0_IpOg&r=G_hzVySAkixNx_E_J_EjNJR_FDWFjexJLES8DRQ06qKk&m=FLGbH_VWX8v3KpVX1w73BSHTU4zMyuLDBCDA1Sx0QUI&s=doVL3ujryxHZqrf8nTtNaqaEK-dUcNxK0ceVgpY0PI&e=. Should you require further information please contact Thames Water. Email:

developer.services@thameswater.co.uk Phone: 0800 009 3921 (Monday to Friday, 8am to 5pm) Write to: Thames Water Developer Services, Clearwater Court, Vastern Road, Reading, Berkshire RG1 8DB

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via https://urldefense.proofpoint.com/v2/url?u=http-3A_www.thameswater.co.uk_wastewaterquality&d=DwlFaQ&c=OMjwGp47Ad5otWI0_IpOg&r=G_hzVySAkixNx_E_J_EjNJR_FDWFjexJLES8DRQ06qKk&m=FLGbH_VWX8v3KpVX1w73BSHTU4zMyuLDBCDA1Sx0QUI&s=i0qn_GyGN4A0V8UOpwhRApctHNW0s8LKI_kDhflnr8&e=.

- 5 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 6 The Council recommends that the maximum standards for fire safety are achieved within the development.

Any person wishing to inspect the above papers should contact Neil Quinn, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5349

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

21 August, 2019
05
18/4847

SITE INFORMATION

RECEIVED	17 December, 2018
WARD	Tokyngton
PLANNING AREA	
LOCATION	Argenta House, Argenta Way, London, NW10 0AZ
PROPOSAL	Demolition of the existing two storey building (Use class B1) and redevelopment to provide a 24-storey building comprising 130 residential dwellings (37 x 1bed, 75 x 2bed and 18 x 3bed) with associated car and cycle parking, provision for bin stores, landscaping and ancillary works (revised description)
PLAN NO'S	Refer to condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_143219</p> <p><u>When viewing this as an Hard Copy _</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none"> 1. Please go to pa.brent.gov.uk 2. Select Planning and conduct a search tying "18/4847" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to:

Referral to the Mayor of London (stage 2 referral)

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

1. Payment of Council's legal and professional costs
2. Notification of commencement 28 days prior to material start
3. Provision of 27% affordable housing by unit (30% affordable housing by habitable room) on a nil grant basis, broken down as:
 - 21 units for affordable rent (at no more than 80% of open market rents, inclusive of service charges, and capped at Local Housing Allowance rates), disposed on a freehold / minimum 125 year leasehold to a Registered Provider and subject to an appropriate Affordable Rent nominations agreement with the Council, securing 100% nomination rights for the Council on initial lets and 75% nomination rights for the Council on subsequent lets.
 - 14 units for shared ownership (as defined under section 70(6) of the Housing & Regeneration Act 2008, subject to London Plan policy affordability stipulations that total housing costs should not exceed 40% of net annual household income, disposed on a freehold / minimum 125 year leasehold to a Registered Provider, and subject to an appropriate Shared Ownership nominations agreement with the Council, that secures reasonable local priority to the units).
4. Early stage viability review to be submitted if construction of new building does not commence within 2 years of the grant of consent
5. Late stage viability review to be submitted and approved securing affordable housing contributions to ensure the delivery of the maximum reasonable proportion of Affordable Housing should scheme viability improve
6. A contribution of £65,000 towards the expansion of Brent's controlled parking zones.
7. Contribution towards Stonebridge Park Station capacity study (amount to be confirmed)
8. Contribution towards improvement of local open space (£15,400 + additional maintenance costs)
9. Contribution towards carbon offsetting in line with GLA formula
10. Parking permit restricted scheme
11. The approval and implementation of details in relation to a car club, including free membership for new residents for a period of three year
12. Highway works under S278 to make highway improvements in the Point Place / Argenta Way area as discussed in the body of this report
13. Implementation and monitoring of travel plan
14. Submission, approval and implementation of waste management plan including commitment to fund an additional twice weekly collection from the site
15. The submission, approval and implementation of a Training and Employment Plan for Brent residents (construction)
16. Safeguarding of a bridge link to Wembley Point, to be called upon in the future and made publicly accessible
17. The submission and approval of a TV signal programme and implementation of any approved mitigation measures.

18. The indexation of contributions in line with inflation
19. Any other planning obligation(s) considered necessary by the Head of Planning.

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

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

Conditions

1. 3 Years to commence development
2. Development to be built in accordance with approved plans
3. C3 to C4 permitted development rights to be revoked
4. Kiosk to be restricted to A1 use
5. Implementation of mitigation measures set out in air quality report
6. Implementation of mitigation measures set out in Noise and Vibration report
7. 10% accessible homes to be delivered
8. Implementation of delivery and servicing plan
9. Water consumption to be limited in line with policy
10. Implementation of flood warning and evacuation plan
11. Measures set out in flood risk assessment to be secured
12. Implementation of microclimate mitigation measures
13. Tree protection measures to be implemented
14. Provision of parking, cycle parking and bin storage prior to occupation
15. Submission of construction logistics plan
16. Submission of revised construction management plan, setting out details of control of dust emissions
17. Submission of removal and management plan for non-invasive species
18. Non-road mobile machinery to be limited in terms of power output
19. Submission of details of how the CHP could connect to a future District Heat Network
20. Land contamination and remediation to be assessed and carried out where necessary
21. External material samples to be submitted
22. Landscaping plan to be submitted, incorporating all proposed tree planting
23. Landscaping management strategy to be submitted
24. Mitigation and enhancement measures from Ecology report to be secured
25. Details of communal aerial to be provided
26. Limitation of plant noise in line with British Standards

Informatives

1. CIL liable approval


2. Party Wall
3. Building near boundary
4. Highway works advisory note
5. Condition of the highway advisory note
6. Thames Water guidance notes
7. Network Rail guidance notes
8. Environment Agency guidance notes
9. Clarification that no permission is given for link bridge
10. London Living Wage
11. Fire Safety

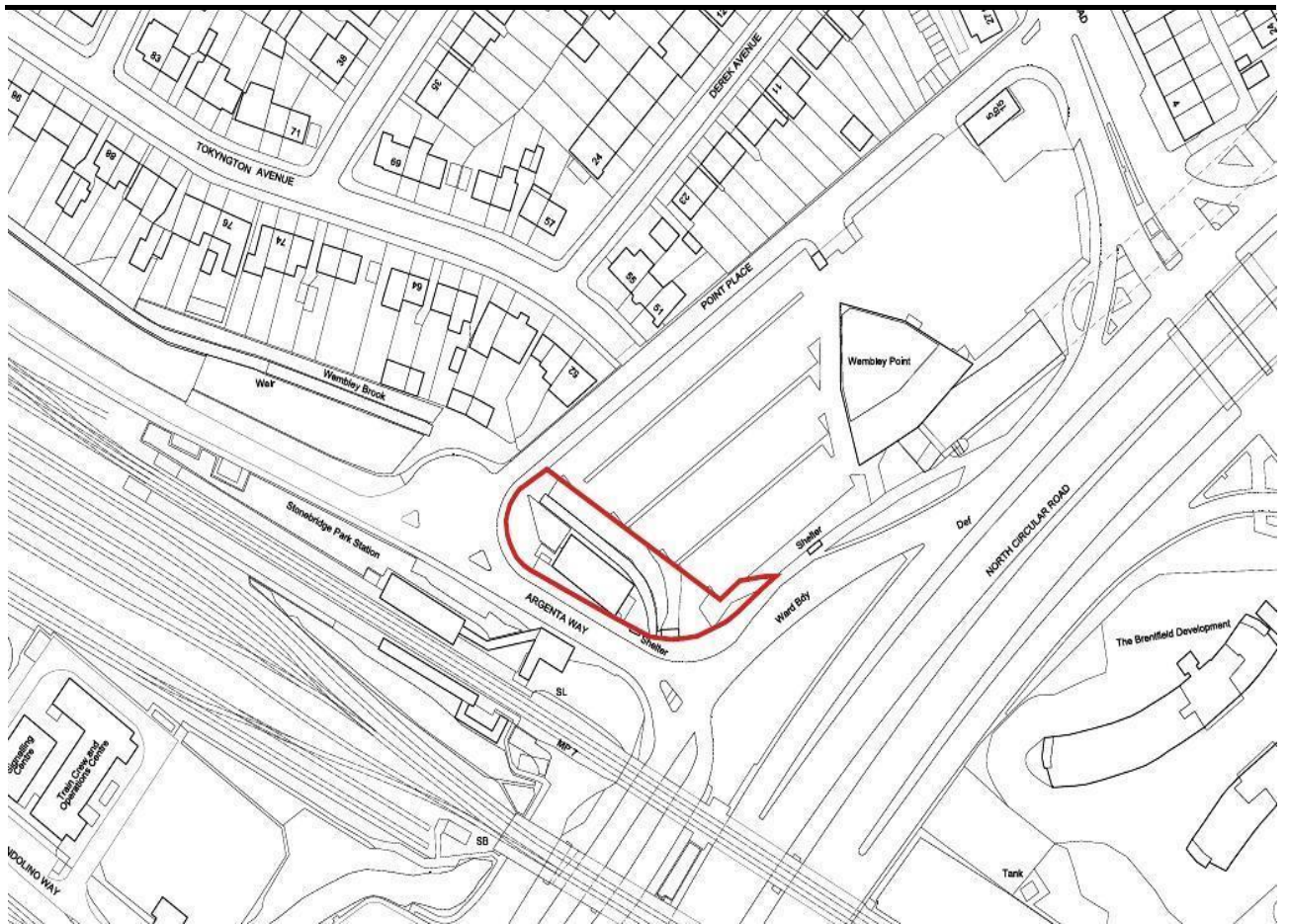
That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied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

That, if by the "expiry date" of this application (subject to any amendments/extensions to the expiry date agreed by both parties) the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

That the Committee confirms that adequate provision has been made, by the imposition of conditions, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP

	<p>Planning Committee Map</p> <p>Site address: Argenta House, Argenta Way, London, NW10 0AZ</p> <p>© Crown copyright and database rights 2011 Ordnance Survey 100025260</p>
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This map is indicative only.

EXISTING

There are currently 2 buildings on site. The largest has two storeys and is occupied by a B1 business, standing directly opposite Stonebridge Park station. There is also a small single storey building in use as a newsagent at the south western corner of the site, and a telecommunications mast. The buildings do not cover the entire site, and significantly Wembley Brook runs from Wembley and through the site. The brook is culverted to the north and south of the site, but runs in the open (albeit in a concrete channel) through the site. The rear of the existing building is on stilts, above the banks of the brook.

To the north east is the car park which serves Wembley Point, a large office building which has a number of prior approvals to convert the building to residential. To the south east is the North Circular Road (managed by Transport for London), which is one of the most significant highways within London and is a major source of noise and air pollution. To the south is Argenta Way itself and beyond this is Stonebridge Park Station. To the west, Argenta Way leads to a roundabout and beyond this are residential properties.

Wembley Brook and River Brent are potential sources of flooding and the majority of the site is within Flood Zone 2 and 3. Recent modelling has demonstrated the site is outside of flood zone 3b (functional floodplain). The area is heavily built up. Lack of landscaping, large expanses of car parking and the North Circular Road contribute to low permeability and accumulated surface water build up. The railway trackside and Wembley Brook adjacent the site forms part of a wildlife corridor and Grade I Site of Importance for Nature Conservation. There is an opportunity to help reinforce the wildlife corridor through soft landscaping to the site.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application.

Objections from neighbours: 140 properties were consulted on the proposal. In response one individual objection was received together with an objection petition with 65 individual signatures. The objections come from households on Sylvia Gardens, Tokyngton Avenue, Derek Avenue and Aldbury Avenue. Concerns are summarised as parking, traffic congestion and servicing, and height of the building.

Provision of new homes/Affordable housing: Your officers give great weight to the viable delivery of private and affordable housing, in line with the adopted Development Plan. The maximum reasonable amount has been provided on a near policy compliant tenure split. This includes 27% affordable housing provision with a tenure split of 67:33 (by habitable room) between affordable rented and intermediate flats when measured in terms of habitable rooms. 67% of the affordable rented units are 3 bedroom flats. The viability has been tested and it has been demonstrated that this is the maximum reasonable amount that can be provided on site. The requirements of affordable housing obligations are considered to have been met and early and late stage viability reviews will be secured by S106.

Layout, height, design, massing and protected views: The proposal replaces a poor quality commercial plot with a modern high density development which complements the scale of the neighbouring Wembley Point building. The development will not obstruct views of the Wembley Stadium arch from any protected viewpoints but will be a prominent landmark building. The height, layout, design and massing has been carefully considered and has been evaluated by the GLA and by Brent Officers who have concluded that the proposed building is appropriate for this context. The development will also relocate the existing retail kiosk at the southern end of Argenta Way to the northern end of this road, in a more usable and logical location.

Quality of the resulting residential accommodation: The residential accommodation proposed is of sufficiently high quality. The mix of units is in accordance with the standards within the London Plan and reasonably well aligned with the mix sought in Brent's Core Strategy. The flats would generally have good outlook and light. The amenity space is only slight below our standard and is a very high provision in the context of a tall building.

Neighbouring amenity: All neighbouring low rise residential dwellings would pass relevant BRE criteria for the retention of daylight and sunlight when tested. Some losses of sunlight slightly below BRE criteria are noted in the context of windows on the south west façade of Wembley Point which is currently in office use but has prior approval for a change to residential use. The overall impact of the development is considered acceptable, particularly in view of the wider regenerative benefits and the density of the scheme.

Highways and transportation: The development provides disabled parking only, although is one space short of the 3% provision expected in the London Plan. A new controlled parking zone is to be funded by the developer and residents of the development shall not be entitled to apply for permits, resulting in a minimal impact on the flow of traffic along local roads. Alterations to the public highway as secured in the S106 would be welcome, considering the needs of pedestrians, cyclists and motorists. The highway works will include: Altering the mini-roundabout at the junction of Point Place and Argenta Way to a priority junction with contraflow cycle lane, an enlarged dedicated bus standing area, A disabled parking and/or Car Club lay-by space along the highway, footway widening, removal of the redundant crossover to the site, Improved pedestrian crossing facilities, Improved hard surfacing and soft landscaping, Provision of street furniture including bench seating and public cycle parking aimed at users of Stonebridge Park station, Turning facilities at the end of Argenta Way and Maintenance of access to the adjoining railway depots. A contribution to improving access to Stonebridge Park Station may potentially be secured, subject to discussions with TfL.

Trees, landscaping and public realm: Some low quality trees are proposed to be removed but they are not considered worthy of retention. The proposal is likely to substantially improve on the existing situation with a new public realm and associated tree planting proposed alongside a wider landscaping strategy which includes a new naturalised environment along the Wembley Brook.

Environmental impact, sustainability and energy: The measures outlined by the applicant achieve the required improvement on carbon savings within London Plan policy. Conditions will require further consideration of carbon savings prior to implementation.

Flooding and Drainage: Part of the site sits within a flood zone. A flood mitigation strategy and drainage strategy will be secured by condition to mitigate the risks associated with this. The development will reduce the current flood risk on site through naturalisation of the brook banks and reduction in the built area of the site.

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Dwelling houses				13028.76	13028.76
General business use	432.7	0	432.7		
Shops	19.96	0	19.96	10.57	10.57

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Flats û Intermediate)										
EXISTING (Flats û Social Rented)										
PROPOSED (Flats û Market)	30	61	4							
PROPOSED (Flats û Intermediate)	4	10								
PROPOSED (Flats û Social Rented)	4	3	14							

RELEVANT SITE HISTORY

The site has no relevant planning history.

CONSULTATIONS

140 properties were notified of this proposal by letter, including Stonebridge Park Station, adjoining landowners and residential properties along Tokyngton Avenue, Sylvia Gardens and Derek Avenue. The initial consultation was sent to these neighbours on the 9th January 2019. Following the amendment of the proposal, mainly incorporating a reduction in height from 28 storeys to 24 storeys, further consultation was sent to the neighbours by letter on the 26th March 2019.

A press notice for both the original 28 storey and revised 24 storey proposal was printed in the local press, initially in January 2019 and then for the revised scheme on the 4th April 2019.

Site notices for the revised scheme (24 storeys) were put up outside the development site on the 4th April 2019.

A petition was received on 25th April 2019 objecting to the proposal. The petition contained 65 individual signatories, although 3 of the signatories did not provide their home address. The 62 addressed signatories collectively represent 44 households across Sylvia Gardens, Tokyngton Avenue, Derek Avenue and Aldbury Avenue.

A further objection letter from a household on Sylvia Gardens was received on 21st May 2019. The objections within the petition and objection letter from the households are summarised as follows:

Ground of objection	Officer response
The main roads locally are becoming more congested – where would 130+ cars be parked?	The development is proposed with no parking (except for a very small number of spaces, for the use of blue badge holders only) and a local Controlled Parking Zone is to be introduced, for which none of the building's residents (except blue badge holders) will be entitled to a permit to park within. This arrangement will ensure that the development does not materially increase local car usage or worsen local parking stress.
The area does not need any more flats, especially with Wembley Point being converted from office to residential use and proposals to redevelop the Unisys site emerging	The application site is immediately adjacent to a tube station and within close distance of a number of bus services and therefore presents as an obvious location to focus residential development. Much of the Wembley Point site serves a limited function as underused private car parking and would be better utilised for residential development.
Emergency services have trouble attending to emergencies in the area.	This application will not alter the capacity of local roads to accommodate emergency service vehicles nor is the proposal projected to result in materially increased car usage within the local roads.
The construction on this small plot of land could endanger the public.	A construction management and logistics plans will be secured and scrutinised by Brent's highways engineers to confirm that a suitable and safe arrangement for construction is being implemented.
Where would the flats store their refuse and refuse collection vehicles collect the refuse?	Refuse storage is proposed on the ground floor of the building for 16 Eurobins and eight wheeled bins. Servicing of the building by refuse and other delivery vehicles (estimated at about 21 deliveries per day based on comparisons with 14 other blocks of flats in London) will need to take place from the Argenta Way street frontage of the site, which is acceptable in principle. The transport consultant has recommended that a single yellow line be introduced along this frontage to prevent parking

	and thus allow space for loading. This is supported and can be added to the required highway works for the scheme.
From where would the relocated retail kiosk be serviced?	The details of servicing will be secured and reviewed through a delivery and servicing plan. Brent's highways officers would request that deliveries are made via Point Place to minimise the need for vehicles to turn around at the end of Argenta Way.
The plant area under the flats would attract use as a toilet.	The building entrance/frontage is in an active space directly opposite a tube station entrance with a good level of footfall (which is projected to increase) and is not secluded in a way which might encourage such behaviour.
The building is too tall for such a small plot by the feeder.	The building has been carefully considered in terms of its appearance from nearby and surrounding viewpoints and in terms of its daylight and sunlight impact on the surroundings. The development will also deliver a naturalised flood plain for the feeder, without risking residents' safety, resulting in an enhancement to the feeder.
Traffic concerns are based on the 2011 Census despite it being 2019.	The 2011 census was used to estimate if the Council's minimum parking standards were realistic to adopt in this scenario in relation to local car ownership. Car ownership is not a significant issue in relation to this development subject to implementation of a Controlled Parking Zone, as is proposed and required through a legal agreement. Furthermore, the local roads have not seen substantial uplift in the number of homes since 2011 so it is not likely that car ownership levels have changed dramatically. Nevertheless, overspill parking is to be mitigated through a parking permit restriction and the census data therefore shows a theoretic level of parking if the ability for residents to park was not restricted.
Wembley has a dearth of main stores or restaurants with betting and fast food shops prevailing.	Population growth could change the local retail market.
Previous poor decisions by the Council saw good houses replaced by problematic blocks of flats.	The site in question is brownfield land and will not result in the displacement of existing housing.
Will there be any signal loss on television/satellite/mobile phone signals as a result of the building's presence?	Provision for surveying and compensating for any such loss is proposed to be secured through the s106 agreement.

A neutral comment was received from the owner of the adjoining Wembley Point site. The submission raised the following points in summary:

- There has been no consideration of daylight-sunlight impacts on the adjoining Wembley Point site – only the existing residential properties to the north. Such considerations should be made.
- The development should not increase flood risk of the adjoining Wembley Point site
- The potential link-bridge between Argenta House and Wembley Point as shown on the plans should be subject to cross-boundary discussions with Wembley Point in reaching an agreeable arrangement for the bridge, should permission for such a connection be sought in the future
- Construction works (as set out in a construction management plan) and delivery and servicing

arrangements (as set out in a delivery and servicing plan) should not impede the ability of the neighbouring Wembley Point site to be developed or serviced.

These matters are discussed in the relevant sections of this report.

Internal consultations

- *Local Lead Flood Authority* – No objections to the development
- *Recycling and Waste* – No objections to the development
- *Environmental Health* – No objections to the development

External consultations

- ***The Greater London Authority (GLA)*** – No objections to the development subject to the following requirements:
 - 1) Affordable housing to be scrutinised by Brent Council and an early and late stage review to be secured in the s106
 - 2) S106 contributions needed to improve local play space given no provision for 5-11 or 12+ play spaces
 - 3) Consideration of minimising inactive frontage at ground floor
 - 4) Further consideration of safety/surveillance at the ground level
 - 5) Provide a fire safety statement demonstrating compliance with Part B of the building regulations
 - 6) Details of ramp access to the brook area to be provided
 - 7) Further considerations need to be made in relation to the energy hierarchy and sustainability
 - 8) Further considerations need to be made in relation to the drainage and SuDS measures
 - 9) Need to address disabled parking provision shortages or contribute to a feasibility and infrastructure study for improving gateline capacity at Stonebridge Park station
 - 10) Provide benches in the public realm
 - 11) Do not obstruct buses with relocating disabled parking spaces and also keep local bus stops open during construction

These aspects are to be addressed by the applicant ahead of a Stage 2 referral to the GLA.

- ***Transport for London (TfL)*** – No objections to the development subject to the following requirements:
 - 1) Significant contribution towards Stonebridge Park Station capacity improvement/step free enablement is secured.
 - 2) Current disabled parking spaces too far from the building's entrances to be reasonably usable as disabled parking spaces
 - 3) Further demonstration of complying with healthy streets criteria needed, such as the addition of street seating
 - 4) Construction and delivery arrangements should not impact the bus services on the local roads (112 and 440 routes)
 - 5) Travel Plan to be secured by s106 agreement

These aspects are discussed within the main committee report and to be addressed by the applicant ahead of a Stage 2 referral to the GLA.

- **Thames Water** – No objections to the development subject to the following requirements:
 - 1) Requested informatives relating to groundwater risk management permits and advice over carrying out works near Thames Water assets

- **The Environment Agency** – No objections to the development subject to the following requirements:
 - 1) Requested a condition to secure the details of the Flood Risk Assessment
 - 2) Requested a condition to secure a management plan for the management of invasive non-native species
 - 3) Requested a condition to secure a detailed landscaping management plan
 - 4) Requested an informative setting out the risks associated with Japanese Knotweed

- **London Underground Ltd** – No objections to the development subject to the following requirements:
 - 1) Access to Stonebridge Park depot should not be obstructed at any time

- **Canal and Rivers Trust** – No objections to the development.

- **Network Rail** – No objections to the development subject to an informative outlining relevant considerations for the applicant outside of the planning process.

POLICY CONSIDERATIONS

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

National Planning Policy Framework 2018

The London Plan 2016

Key policies include:

- 2.13 – Opportunity areas and intensification areas
- 3.3 - Increasing Housing Supply
- 3.4 - Optimising housing potential
- 3.5 – Quality and Design of Housing Development
- 3.6 - Children and young person's play and informal recreation facilities
- 3.8 - Housing Choice
- 3.12 - Negotiating affordable housing on individual private residential and mixed use schemes -
- 5.2 - Minimising Carbon Dioxide emissions
- 5.12 - Flood Risk Management
- 5.13 - Sustainable Drainage
- 5.15 - Water Use and Supplies
- 6.3 - Assessing effects of development on transport capacity
- 6.9 - Cycling
- 6.10 - Walking
- 7.2 - An inclusive environment
- 7.8 – Heritage Assets and Archaeology

Draft London Plan 2018

SD1 – Opportunity Areas

E4 - Land for industry, logistics and services to support London's economic function
 H1 - Increasing Housing Supply
 H2 – Small sites
 H5 - Delivering affordable housing
 H6 - Threshold approach to applications
 H7 – Affordable housing tenure
 H12 - Housing size mix
 HC1 – Heritage, conservation and growth
 SI.2 – Minimising Greenhouse gas emissions
 SI.5 - Water Infrastructure
 SI.12 - Flood risk management
 SI.13 - Sustainable drainage
 D2 - Delivering good design
 D3 - Inclusive design
 D4 - Housing quality and standards
 D5 - Accessible housing
 D6 - Optimising housing density
 S4 - Play and Informal Recreation
 T2 - Healthy Streets
 T4 - Assessing and mitigating transport impacts
 T5 - Cycling

Brent Core Strategy (2010)

CP1: Spatial Development Strategy
 CP2: Population and Housing Growth
 CP6: Design & Density in Place Shaping
 CP7: Wembley Growth Area
 CP19: Brent Strategic Climate Change Mitigation and Adaptation Measures
 CP21: A Balanced Housing Stock

Brent Development Management Policies (2016)

DMP 1: Development Management General Policy
 DMP 9 A: Managing Flood Risk
 DMP 9 B: On Site Water Management and Surface Water Attenuation
 DMP 11: Forming an Access on to a Road
 DMP 13: Movement of Goods and Materials
 DMP 15: Affordable Housing
 DMP 18: Dwelling Size and Residential Outbuildings
 DMP 19: Residential Amenity Space

Site Specific Allocations Document (2011)

24: Wembley Point

Preferred Options Local Plan (Draft - 2018)

Argenta House and Wembley Point

Supplementary Planning Guidance (SPG)

SPD1: Design Guide for New Development (2018)

Mayor's Affordable Housing and Viability SPG -

Mayor's Housing SPG

Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG

DETAILED CONSIDERATIONS

Principle of development

1. Policy 3.3 of the London Plan and Policy GG2 of the draft London Plan both identify the optimisation of land, including the development of brownfield sites, as a key part of the strategy for delivering additional homes in London. This is supported within policy CP2 of Brent's Core Strategy 2010, which requires the provision of at least 22,000 additional homes to be delivered between 2007 and 2026. Furthermore, the current London Plan includes a minimum annual monitoring target for Brent at 1,525 additional homes

per year between 2015 and 2025. This target is proposed to increase to 2,915 for the period 2019/20-2028/29 in Policy H1 of the draft London Plan recognising the increasing demand for delivery of new homes across London.

Site allocation brief

2. The site forms parts of Site Allocation 24 - Wembley Point within the 2011 Site Specific Allocations Development Plan Document. The site allocation is split into two ownerships, one covering the Wembley Point site (the vast majority of the site allocation) and the other covering Argenta House (a small separate parcel at the south western end of the allocation). The site allocation supports residential use and encourages an improved pedestrian experience and linkages to Stonebridge Park rail station. The allocation also states that residential development will not be permitted within 30m of the central part of the North Circular Road and noise pollution mitigation will be required. A development buffer of 8m from the River Brent and Wembley Brook is also required in the interests of protecting Environment Agency assets and reducing flood risk and enhancing biodiversity. However, this development proposal should not compromise the wider delivery of the site allocation. Flood risk is a substantial consideration within the allocation brief, where it is noted that much of the allocation lies within flood zone 2 and some within flood zone 3a. Based on current Environment Agency maps, the Argenta House site sits within flood zone 3, which is defined as areas where the annual probability of flooding is expected to exceed 1% (or a 1 in 100 year flood event). Any development will need to strongly consider the implications of this and the flooding aspects will be discussed later in the report.
3. The site allocation indicates a development capacity of 104 residential units up across the site allocation and this proposal would introduce 130 residential units, albeit on a small part of the site allocation which would be in addition to the flats within the Prior Approval conversion of Wembley Point. Development capacities within allocations are only indicative. At the time of the allocation it was not envisaged that much of the site could be built on. Furthermore, it was also assumed that the existing building would remain as an office. Furthermore, given the changing policy context and increase in housing pressures since 2011, it is accepted by officers that substantially more change than identified within the site allocation would be expected.
4. Within the preferred options Draft Local Plan (2018), the site allocation is retained, now referred to as 'Argenta House and Wembley Point' and continues to be promoted for residential development. The allocation states that the 'area is considered suitable for a tall building, subject to it being a high quality design that is complementary to the scale provided by Wembley Point'. It is also noted that 'the scale and layout must mediate between Wembley Point and surrounding low rise and mitigation and potential impacts, including overshadowing'.

Loss of employment use

5. The proposed residential development will replace the existing small scale building (approx. 400sqm) on site. The owner-occupier of the current building is a jewellery company who have occupied Argenta House since March 1989 and use it as their business headquarters. The Greater London Authority have investigated the value of the existing building as employment floor space and note that any industrial activities that may previously have taken place on site have now made way for a more modernised internet-based distribution business and that the current use would fall within an office use class (B1a). There is some storage on site but it is understood that this is ancillary to the main use. The building has not therefore been used substantially for industrial purposes for several decades. The applicant has also confirmed that there are no tenants that would need to be moved elsewhere to facilitate redevelopment, as the property is owner occupied and the business is moving to elsewhere in the borough.
6. The existing employment use is in poor condition and would require significant expenditure to bring it up to the required standards for modern usage. The current use of the building is for distribution of jewellery, with the applicant confirming that the manufacturing process on site have ceased as the owner-occupier's business has evolved. London Plan policy 4.2 allows the release of surplus office capacity to other uses. Given the office is occupied, there is no justification of the office space being considered surplus, however, as it is not located within or near a town centre and is owner-occupied, and a business is not being displaced. Given the constraints of this site, it would be difficult to re-provide a commercial use. Brent do not object to the loss of the office use in this instance.

The appropriateness of developing on land within a high risk flood zone

7. The site is part of a wider residential allocation which identifies a sequential approach to reducing flood risk within the wider allocation by pursuing development in the areas least at risk of flooding. Although the policy considers the site as a whole, the wider allocation is however split into two land ownerships, with the owners of Wembley Point able to bring forward their own development (through prior approval at the very least) with no need to rely on the Argenta site. The Argenta House development site contains areas that in the current Strategic Flood Risk Assessment are identified as functional floodplain, although closer inspection of the boundaries points to anomalies in its extent compared to known physical attributes (e.g. the river channel is not shown as functional, but adjacent areas are). Notwithstanding the issue with boundaries, clearly some parts of the site are within functional floodplain as the river channel runs in a culvert through the site. More recent EA modelling apparently extends the functional floodplain taking into account climate change.
8. If the site were wholly greenfield then from a policy perspective, consistent with national policy there would be no desire to support development on functional floodplain within this site, other than that which is unavoidable/absolutely necessary (e.g. water compatible uses or infrastructure). The site however contains low quality buildings which if they were not there is on land that would otherwise appear to operate as functional floodplain.
9. The river channel itself is in a culvert which is suffering from structural stability issues with the channel and surrounding environment providing low quality aesthetic and bio-diversity functions. The buildings on site are in a poor state which taking account the location adjacent to the entrance to Stonebridge Park under/ overground station, a gateway to the Alperton Housing Zone does not give the best impression of this part of the borough.
10. At face value on the basis of evidence provided by the applicants it appears, notwithstanding that some of the site is within functional floodplain, from a technical perspective there is the ability to create betterment over the current situation through new development. This is in relation to flood risk onsite and elsewhere (though reducing footprint/obstructions within the channel), improving the aesthetic, recreational and environmental/ bio-diversity performance of the river channel/ environs and also the appearance/ perception of this gateway site whilst meeting the very real issue of meeting housing needs.
11. Keeping the site in its current use (or worse it falling into disrepair/further neglect) which a negative planning approach might promote is not considered from a policy perspective to be sensible when considered against the obvious potential for betterment that investment through a development would bring.
12. On this basis from a planning policy perspective it is considered that as long as there is no real increase in flood risk (and ideally betterment), together with the other positive elements identified, that a pragmatic approach of moving forward with a residential led scheme for the site is an appropriate position to support. The Environment Agency have been consulted on the proposal and have raised no objections.

Delivery of the wider site specific allocation

13. As noted above, the site allocation is formed of two ownerships of highly disparate sizes and whilst the LPA would encourage the two sites to work together to form a comprehensive development, this is ultimately not something within the planning authority's control and the LPA cannot reasonably require landowners to acquire adjacent land parcels or only support development where sites in separate ownership work in tandem. In this instance, the Argenta House site has come forward in isolation.
14. A common requirement of development is that the deliverability of surrounding development sites is respected by ensuring that a 9m separation distance between habitable room windows and the boundary with a neighbouring site is established as part of a proposal. This requirement is specified in Brent's SPD1 guidance and is designed to ensure that windows of habitable rooms facing other development sites will not compromise the ability for neighbouring sites to come forward for development. This includes a distance of 9m from each site to the shared boundary (18m between directly facing habitable room windows).
15. Through a combination of the very limited size of the site (in particular its thin, rectangular shape) and the limitation of the placement of the building within the site, owing to flood risk mitigation, the LPA consider that enough site specific constraints are present to justify a departure from the usual requirement for the

9m separation to neighbouring boundaries.

16. The site is fortunate in the respect that three of its four sides border with public highways, however on its north-eastern side, where it borders with Wembley Point, a distance of approximately 4m would separate the rear façade of the building with that of the boundary with Wembley Point. Given the very substantial size difference between the two land parcels, it is considered reasonable to expect the Wembley Point site to accommodate the required outlook to the rear windows of the Argenta House development within its own demise. Unlike Argenta House, the Wembley Point site would have far greater flexibility in building placement owing to its significant size and it would be possible to develop the site with significant density without compromising the relationship between the two buildings on sites.

Summary

17. In summary, the residential redevelopment of the site is supported and presents a good opportunity to enhance the importance of Stonebridge Park station, improve the public realm in what is currently a harsh environment for pedestrians and to provide more housing for the borough in a sustainable location with good public transport access.
18. The development proposal is considered to be in accordance with local and national policy and appropriately heeds the requirements of the site specific allocation for this site. The development is therefore accepted in principle.

Residential Provisions

Affordable Housing

19. Adopted DMP policy DMP 15 confirms the Core Strategy target (policy CP2) that 50% of all new homes in the borough should be affordable. The maximum reasonable amount will be sought on sites capable of providing 10 units or more, such as this scheme. 70% of new affordable housing 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 viability appraisal to demonstrate that schemes are maximising affordable housing output.
20. The proposal includes 35 affordable units, consisting of 21 affordable rented units and 14 shared ownership unit. This accounts for 30% affordable housing as measured by habitable room and 27% affordable housing as measured by unit. The tenure split is 67:33 when measured by habitable room.. This offer accords with the GLA's target tenure split and is relatively close to Brent's local target of 70:30 affordable rent:shared ownership.
21. Officers, advised by industry experts, have thoroughly interrogated the applicant's costs and revenues but have ultimately agreed with the conclusions drawn by the applicant's financial viability consultant that the offer provides the maximum reasonable amount of affordable housing when the projected costs of the development are weighed against the projected revenues and taking into account accepted profit levels. Providing more than the maximum reasonable level does not typically mean that developers will make a loss if a site is developed, but rather than they will make a lower level of profit than accepted target levels.
22. Officers are satisfied that the development delivers more than the maximum reasonable amount of affordable housing on a tenure split that aligns reasonably close to that expected in policy. Nonetheless, since the proposal falls short of the local policy requirement for 50% affordable housing on a 70:30 tenure split, a post implementation viability review is to be captured within the S106 to ensure that any uplift in actual sales values compared to those which are projected, can be captured by the Council and funnelled into the provision of offsite affordable housing.
23. The affordable tenures are to be within the same single core of the building as that of the private market flats. Fob access rights management throughout the core stairwell and lifts can be used to separate the tenures for management purposes. The affordable rented flats are to be provided on floors 3, 4, 5 and 6 whilst the shared ownership flats are to be provided on floors 7 and 8. The private market accommodation will be provided from floor 9 upwards. As previously discussed, the small lobby and single core of the building require all of the building's tenures to be accessed from a single entrance; this is highly positive as it ensures that there are no observable differences between the private and affordable elements of the development.

Unit Mix

24. The scheme will deliver a mixture of unit types and sizes. The unit mix of the development is set out in the tables below:

	Private (No.)	Private (%)	Intermediate (No.)	Intermediate (%)	Aff Rent (No.)	Aff Rent (%)	Total (No.)	Total (%)
1-bed	30	32	4	29	4	19	38	29
2-bed	61	64	10	71	3	14	74	57
3-bed	4	4	0	0	14	67	18	14
Total	95		14		21		130	
Total (%)	73		11		16			

25. Policy CP2 of Brent's Core Strategy 2010 seeks for 25% of permanent units to be family sized (three bedrooms or more). The proposal achieves 14% family sized units, which falls notably short of the policy target. However, a high proportion of three bedroom + homes in flatted development can have a detrimental effect on scheme viability and that there is therefore a balance to be struck between a good affordable housing offer and a good number of family sized homes.

26. Overall, whilst fully acknowledging that the proposal falls short of the CP2 policy target for 25% 3 bedroom homes across the borough, officers do give weight to the applicant's affordable housing offer which would be significantly affected, should a higher proportion of family homes be proposed. Whilst short of the policy target, the affordable housing offer is strong relative to many other comparable schemes in the borough. Officers also support the fact that three bedroom units are focused on the affordable rented tenure where the highest need is identified within policy: of the development's affordable rented units, 67% are 3 bedroom units (77% when measured by habitable room). The three bedroom homes are also proposed to be provided on the lower floors of the building as this makes access to them more practical for families.

27. Ultimately, officers consider that this proposal is acceptable in terms of the proposed residential unit mix.

Design and Appearance

Flood Mitigation Design Aspects

28. A critical part of the building's design is formed in response to the flood risk of the site. The applicants had to fulfil a number of criteria before the Environment Agency could provide their in-principle support for the scheme. The three main aspects this covered was in respect of reducing obstructions to the floodplain, ensuring the future safety of occupants and preventing overshadowing.

29. In respect of reducing obstructions to the floodplain, the applicants note that the existing Argenta House building is raised on a network of columns above the brook, in response to flood risk. The stilts of the existing building are very close to the watercourse which increases the risk of debris getting caught and inhibiting water flow in times of flood. A replacement building could therefore provide betterment by proposing minimal structure into the floodplain and ensuring that any such structure is kept as far away as possible from the brook. A reduced obstruction would also require the ground floor footprint of the building to not exceed that of the existing building.

30. Building over the Wembley Brook watercourse which runs centrally through the site has the potential to block daylight, impact aquatic wildlife and plant-based habitats surrounding the water. In order to address this, the applicants sought to re-route the brook so that it would run close to the northern boundary of the site, this would allow for a larger built 'footprint' above the brook and would allow the watercourse to be out of shadow for much of its length. This would have the added benefit of presenting an opportunity to bring the brook out of its concrete channel, to naturalise its setting and greatly improve its local biodiversity. The rerouting proposed by the applicants would result in only 27% of the brook being beneath the building footprint.

31. To further reduce overshadowing, the building's height is to be raised by 15m (three floors) above the watercourse to allow sunlight and daylight into the brook area and its surroundings. The height increase is to be achieved by providing a small ground floor footprint which would sit at the southern side of the site and would be replicated across floors 1 and 2. This ground floor footprint is equivalent to the site of the existing building's footprint, thus ensuring that obstructions to the floorplain are not increased. From floor 3 and upwards the building would have a larger footprint which does extend across towards the rerouted brook, having given sufficient clearance below it to both allow sunlight and daylight to the brook but to also account for a climate change adjusted 1 in 100 year flood event, if this were to occur.

Setting and Massing

32. The building is to be positioned in a prominent location, adjacent to the large Wembley Point office building, Stonebridge Park station, Monks Park district Centre and the North Circular Road. The building will sit at the end of the 'route to Stonebridge' improved pedestrian route which is being delivered as part of the Northfields development to the south-west and which will connect this development closely with the Northfields development site. The Unisys site immediately across on the other side of the North Circular is also designated as a site allocation and is expected to come forward for redevelopment in the near future.
33. The location presents as an obvious location for a tall building, and the proposed building fulfils this role with a height of 24 storeys. The proposed building has been reduced from a height of 28 storeys at the initial submission, owing to concerns that a 28 storey building would appear too dominant in this location and would not complement the scale of Wembley Point, as required in the emerging draft Local Plan. The first three floors of the building sit on a small footprint whilst the remaining 21 storeys are raised above a void space.
34. This design means that the building has 21 habitable storeys. The building is formed of three core elements, the southernmost section reaches the full height of 24 storeys, there are two other shoulders of the building where the massing would step down to 22 and 20 storeys respectively. The heights of each part of the building are approximately 65m, 74m and 82m from ground level. This compares with the heights of Wembley Point, which are 63m (to lower roof) and 74m (to upper roof). The variation in heights gives some interest to the building's design and helps to articulate breaks in the built form. The manner in which the massing of the Proposed Development would be divided into three elements of different heights, stepping up progressively from west to east, would result in the highest part of the building being appropriately located towards the North Circular and the lowest part towards nearby housing.
35. It is noted that the proposed building's tallest shoulder would sit approx. 8m above the tallest part of Wembley Point, whilst the other two shoulders would sit at heights broadly equivalent to the lower roof level and upper roof level of Wembley Point respectively. The proposed building is slenderer than Wembley Point, especially when viewed from the south-east or north-west and officers consider that the building would sit with an appropriate height and massing which, whilst substantial, would effectively complement Wembley Point and clearly define the important location of Stonebridge Park station.

Analysis of views

36. The building is not in a location where it would be at risk of compromising Brent's formally protected views of the Wembley Stadium arch as set out in the Wembley Area Action Plan, however the visibility of the building from viewpoints local and further afield is an important consideration in understanding this tall building's impact on Brent. The submission includes a comprehensive townscape assessment which has modelled the appearance of the proposed building from a substantial range of angles at varying distances within the borough. In achieving this, the proposed building has been modelled from 19 viewpoints, many of which are local although some which are further away such as One Tree Hill in Alperton and Roundwood Park in Willesden.
37. The view of the building from the south-east or north-west would result in a shorter elevation and a notable contrast with the form and appearance of Wembley Point in such views. From the north, the development would appear close to or behind Wembley Point, resulting in Wembley Point retaining its prominence in the foreground. From the south, the building would in many cases obscure Wembley Point and replace it as a focal point within the background of views, albeit of greater visual quality than the existing building. The building would certainly appear as a prominent landmark from both sides of the North Circular.

38. Overall, the height of the proposed development, similar to Wembley Point, although sometimes more or less prominent than it depending on the specific view, would allow it to act as a marker for its identifiable location within the townscape, opposite Stonebridge Park Station and adjacent to the North Circular. The proposal is considered to have a positive visual relationship with Wembley Point overall, its substantial massing would introduce variety to the skyline and develop a relationship between the two buildings. Furthermore, the cumulative massing of the Northfields scheme, alongside the existing Wembley Point and former Unisys buildings, would reinforce the character of the area by forming part of a corridor of larger scale development on sites alongside the North Circular Road.
39. Other potential impacts of the building (such as impacts on daylight and sunlight) are discussed later in this report.

Architecture and Materiality

40. The architecture and materiality of the building is positive. The key features of the façade are: the overlapping volumes of the three core elements that add interest, the reduced core section for the first three storeys atop which the rest of the building is cantilevered, chamfering of the corners for a softened appearance and a horizontal banding for the facade which connects to the ground level at the base of the structure. Whilst the building's façade treatment will establish horizontal bands around the building, a strong vertical emphasis is achieved at the corners of the building where balcony balustrades are stacked in clearly defined lines.
41. The ground floor of the building has an active frontage at the entrance to the residential core but is otherwise inactive, formed of entrances to the bin stores. The bin stores are a priority use at ground level to ensure ease of collection. The size of the building at ground level is minimised owing to flood risk and the majority of the footprint oversails the ground floor environment. Despite being in an undercroft, the ground floor environment should retain an open feel as the undercroft space is triple height and open on all sides.
42. Whilst the frontage of the building will be largely inactive, a retail kiosk is to be provided at the junction of Point Place and Argenta Way to generate activity. The kiosk will be a replacement of an existing retail kiosk located at the junction of Argenta Way and North Circular Road and this new location is more ideal in planning terms given its shelter away from the North Circular Road and its positioning along the main pedestrian desire line between the station and Monks Park district centre.
43. The building will have a metallic appearance in terms of its material palette, established through aluminium rainscreen panels in a mixture of matt and fine textures. This panelling defines the main horizontal bands up the building. Darker grey infill panels are to be used for additional vertical emphasis between the floors. The architects have opted for this colour palette as it weathers well and would retain its appearance in environments of high pollution.
44. The overall design and materiality of the building is considered to be positive and will provide a simple but pleasing uniform appearance to the building. The building takes opportunities to maximise its active frontage. Active frontages have been strongly maximised at ground level and will be enhanced by the colonnade feature. Specific material samples to be used should be reviewed by officers to ensure they will provide for a high quality finish and this will be required by condition.

Building Layout

45. As explained previously, the building has a small ground floor footprint with the ground floor uses being limited to the building's main entrance lobby, refuse storage and an internal substation/plant area. The entrance lobby is seen on the right hand side of the ground floor as one exits Stonebridge Park station and forms the active part of the building being glazed across a three storey height. The lobby is accessed directly from Argenta Way via a level walkway. The lobby is a small space but will feel dramatic and spacious owing to its three storey ceiling height and glazing on all three sides. This aspect will also be visible from the public realm and will add a good level of interest to the streetscene. The left side of the ground floor is reserved for substation/plant space and bin storage. There are a number of doors into these spaces. The refuse space has been limited through a managed refuse system whereby the building's management will rotate a number of small bins between the main storage space and the ancillary refuse room to be used by residents via a connecting door to the main store.
46. The first and second floors occupy the same reduced footprint as below and are formed of the building's

cycle storage (at first floor level) and remaining plant space (mainly second floor but some on the first floor). The cycle storage room is to have a dedicated cycle lift between it and the lobby.

47. From the third floor and upwards, the residential element of the building begins within the full sized shell of the building, which now expands and overhangs the public realm space below. Only three flats are provided in this first residential floor, with the remaining areas taken up by plant and a second cycle store. The second cycle store does not have a dedicated bicycle lift, however bicycles can be wheeled out and taken down the goods lift with ease.
48. From the fourth floor and upwards, the building is fully residential, providing access to seven units per floor from its single core. The building steps in height at its upper floors and the number of units per floor reduces to five and then to four as the massing reduces up the building. Communal gardens are provided on the shoulders of the building as the massing reduces.
49. At ground floor level, the area around the building is to be heavily landscaped and the brook which currently runs through a concrete trench is to be naturalised. This will have multiple benefits in terms of offering an additional amenity space to residents, a visual improvement for the streetscene, reduction in flood risk through the creation of a floodplain and strong betterment in biodiversity. The building's three storey cantilever is a key element of ensuring that this space will receive a good level of natural daylight and sunlight.
50. A retail kiosk is to be provided at the junction of Point Place and Argenta Way to generate activity. The kiosk will be a replacement of an existing retail kiosk located at the junction of Argenta Way and North Circular Road and this new location is more ideal in planning terms given its shelter away from the North Circular Road and its positioning along the main pedestrian desire line between the station and Monks Park district centre.

Density

51. The assessment of any development must acknowledge the NPPF and the London Plan, which encourage greater flexibility in the application of policies to promote higher densities. Policy 3.4 of the London Plan encourages the development of land to optimise housing potential but recognises this must be appropriate for the location taking into account local context, character, design and public transport capacity.
52. The application proposes a density of about 950 units per hectare and 2,700 habitable rooms per hectare which is far in exceedance of the suggested ranges for a development in this location within London Plan Policy 3.4. This policy would suggest a density of between 70 and 260 units per hectare and between 200 and 700 habitable rooms per hectare in an urban location with a good public transport access level. The very high density range proposed is generally attributable to the very small application site (0.137 hectares) which is resulting in very large figures when the scheme is extrapolated to a hectare's worth of site (as is a key element of the density policy calculations). Officers would note that much of the site is to be undeveloped, owing to the flood risk and biodiversity requirements.
53. Notwithstanding the numerical density levels, consideration must also be given to the design and quality of accommodation to be provided, the siting and scale of the development, its relationship to site boundaries and adjoining properties, the level and quality of amenity space to support the development, and any highways matters. These are considered below.

Impact on neighbouring occupiers

Privacy and Outlook

54. The potential impact on neighbours is a key consideration, and policy DMP1 seeks to ensure that this is acceptable.
55. The building immediately adjoins public highways on three sides. The site adjoins the Wembley Point site to the north east. The north-eastern elevation of the building will be about 4m from the boundary with Wembley Point car park at the closest point (although around 70m from the Wembley Point building itself). The north-east elevation contains a number of habitable room windows at each level and therefore relies on the openness of the car park environment of the neighbouring land in separate ownership for its policy compliant outlook. As discussed earlier, officers are inclined to accept this relationship by virtue of

the significant limitations on the development because of the plot's size. In practice, accepting this relationship would necessitate a 6.5m to 7m deep area along the south-eastern edge of the car park site within Wembley Point to remain undeveloped, which is a very insignificant area in the context of the whole site and would present a comparatively small constraint to the developers of the adjoining site. There are no other potential privacy or outlook based concerns, as a result of the site's positioning otherwise being surrounded by public highways.

56. Due to the positioning of the site in relation to the properties on Tokynton Avenue, the proposal will not directly overlook these properties or their rear gardens. A distance of at least 20m will be maintained between the building and the edge of the rear garden of No. 52 Tokynton Avenue.

Daylight and Sunlight

57. The relationship between this building and its surroundings has the potential to be most sensitive at the small scale residential properties to the north of the development site. Windows in the southern and western aspect of Wembley Point also have the potential to be affected by the proposed building, although serving office space, this relationship is less sensitive than the residential properties to the north. Wembley Point has an extant consent for conversion to residential use under permitted development, and it would be reasonable to consider Wembley Point a residential building in this respect. It will be important to ensure that this development has an acceptable impact on all of these properties in respect of losses of daylight and sunlight that could be incurred.
58. The applicant has submitted a Daylight, Sunlight and Overshadowing Report. Existing properties that have been included in analysis include Wembley Point and the closest residential house to the development site, that being 52 Tokynton Avenue.
59. 7 windows at 52 Tokynton Avenue face the direction of the development site and are all in the side elevation of that property. These windows were tested for daylight impact. The first test applied was the Vertical Sky Component (VSC) to consider the visibility of the sky from each window during the existing and proposed scenarios. Of the seven tested windows, six retained VSC values of at least 27%, meaning they passed the first test applied under BRE and are considered to retain acceptable daylight levels. The other window marginally fell short of the 27% target, yielding a figure of 26.88%. Where VSC testing is failed, an additional test (No Skyline – NSL) applies which analyses floorplans of the affected property and considers the amount of the room served by an affected window from which the sky would be visible. NSL testing was carried out for all affected windows and it was found that there were no noticeable differences in the visibility of the sky at the property, thus confirming compliance with BRE guidelines for daylight. In addition, the window that failed VSC testing serves a study contained within a two storey extension built around 1996 (and thus is not an original feature of the dwellinghouse).
60. 52 Tokynton Avenue was also tested for sunlight impacts, in accordance with the annual probable sunlight hours (APSH) criteria. The testing identified that all windows affected would greatly exceed the default BRE APSH recommendations, thereby ensuring excellent access to available sunlight amenity post-development. Given that 52 Tokynton Avenue is compliant with BRE guidelines in all respects, there is no need to test properties further away from the development site in this location.
61. For the testing of Wembley Point, 21 windows on the 2nd floor, 21 windows on the 3rd floor and 21 windows on the 4th floor have been tested for daylight impact (63 windows in total). All windows retained VSC values of at least 27% therefore meeting BRE expectations for good daylight. An NSL test was carried out for these windows and it was confirmed that no noticeable changes in the distribution of daylight within the potentially affected rooms would be experienced, thus confirming compliance with BRE guidelines.
62. Wembley Point was also tested for sunlight impacts in accordance with the APSH criteria. The testing identified that the majority of windows would retain values exceeding the default BRE recommendations, whilst 19 windows (30% of the total) would retain marginally below the default recommendations, achieving between 20% and 25% total APSH (where the recommended benchmark is 25%) and 4% APSH in winter (where the recommended benchmark is 5%). As such, despite some windows not meeting BRE guidelines for sunlight, the small shortfalls compared to guidance recommendations means that the bedrooms are considered to retain excellent access to available sunlight amenity given the high density of this environment.

63. Overshadowing assessments were also carried out on the areas that would potentially be affected by the development. All potentially affected areas (mainly gardens serving houses to the north of the development site) would meet the 'time in sun' test criteria, which requires the area to receive at least 2 hours of direct sunlight at the vernal equinox on the 21st March. The only exception to this are the rear gardens serving 53 and 55 Derek Avenue which would receive less than 2 hours of direct sunlight at the vernal equinox. However, these results were compared to their existing value and found to be within 20% of that value, therefore being considered unnoticeable by reference to the BRE guidance. Overshadowing assessments were not undertaken for the Wembley Point site, as the site is largely used as a car park and there are no planning applications or formal proposals which would provide a baseline for testing.

Conclusion

64. The impact of the proposed development on surrounding properties' daylight and sunlight levels has been measured as largely compliant in line with BRE recommendations. In the case of 52 Tokyngton Avenue, all habitable room windows complied with VSC, NSL and APSH testing whereas with Wembley Point, all tested windows complied with VSC and NSL testing and 70% of tested windows complied with APSH testing, with breaches for the other 30% being minor in nature. In addition, overshadowing testing has not resulted in any nearby amenity spaces being noticeably overshadowed compared to the existing situation.
65. Concerns have been raised that the testing does not take into account the potential daylight and sunlight impact to parts of the Wembley Point site that are closer to the proposal than Wembley Point itself. Whilst it is acknowledged that the wider Wembley Point site could be developed in the future, there are no planning applications or other formal proposals which would provide a baseline for testing in line with the BRE guidelines. As such, officers do not consider it necessary to carry out testing
66. Overall, the impact of the proposed building on surrounding daylight and sunlight levels is considered to be limited and officers find the proposal acceptable in this regard.

Quality of Accommodation

Daylight, Sunlight and Overshadowing

67. An Average Daylight Factor (ADF) and No Sky Line (NSL) test has been carried out for the new dwellings which identifies that all of the new dwellings in the proposal would achieve the default BRE recommendations in this regard. For the living areas, the ADF test results range between 5.67% and 2.45% and the NSL test results range between 100% and 93.15%. For the bedrooms, the ADF test results range between 7.10% and 1.06% and the NSL test results range between 100% and 80.50%.
68. As recommended by the BRE, the majority of dwellings feature a south facing living area. These would all be provided with meaningful sunlight amenity, with the majority achieving the default BRE recommendations.
69. The applicants have not considered the overshadowing of the amenity spaces within the development (roof terraces and the ground floor naturalised brook environment). However, given the very open environment surrounding the building officers are confident that good levels of daylight and sunlight would reach these spaces, especially on the rooftop. The overshadowing to the ground floor environment will be reasonably limited by the raised up floors at the base of the building.

Layout and Outlook

70. The proposed units are considered to be of a high quality. The units are configured across a single core only, owing to the building's small footprint. The core is accessed from the main residential lobby along Argenta Way and provides access to a maximum of seven units per floor. The affordable housing would occupy the lower floors whilst the upper floors would be comprised of the market housing. It is welcomed that all tenures will access the building through the same entrance which is unusual within a residential scheme of this scale. With a single core, the tenures could still remain operationally separate through the use of fob accesses at the stairwell and in the lifts, with different fobs only providing access to a particular floor or floors for different residents.
71. 75 units (those occupying the corners of the building) would be dual aspect, which represents a 57.7% provision of dual aspect units. This is considered to be an acceptable amount within this form of

development. The stepped footprint of the building has resulted in the units contained within the central section of the building having a partial dual aspect, with a balcony space (and window looking through to the balcony) that offers views in two directions (either south and west or north and east depending on the balcony). This offers all of the flats with an element of dual aspect outlook although your officers would only consider the 75 corner units to have a true dual aspect nature. None of the single aspect flats have a due north outlook, in line with the Mayor's housing standards. In conclusion, the outlook provided to all units and habitable rooms is considered to be acceptable.

72. All of the proposed units meet or exceed the minimum space standards required by The London Plan and the minimum room sizes required by the Technical Housing Standards.

Accessibility

73. The development has been designed so as to be step-free with level access from the external environment for residents and visitors through clearly visible and identifiable entrances from the public realm. Level access is also achieved from the car park containing 2 disabled parking spaces along the public realm and into the building's main entrance.
74. 13 of the 130 flats (10%) have been designed so as to be accessible to disabled users under part M4 of the building regulations. This is in line with policy 3.8 of the London Plan which seeks 10% of homes in major developments being adaptable for use by disabled residents. The adaptable units comprise a 2-bedroom unit on each floor between the 7th and 19th floors.
75. A condition will secure the 10% adaptability requirements to ensure that the 13 proposed units adaptable for disabled occupants are built with the appropriate measures.
76. The applicants have clarified that disabled access to the brook will not be possible, owing to the gradient of the slopes down to this space. They do however note that the 3 roof terraces at high level will be fully accessible for disabled occupants.

External Amenity Space and Play Space

77. Private inset balconies are provided for all flats, sized in accordance with London Plan standards, generally about 5sqm to 10sqm in size depending on the flat. The balconies have a depth of 1.5m, providing for good usability in line with London Plan standards. Across the development, these balconies amount to 986sqm of private amenity space across the development which is an average of 7.6sqm per flat.
78. Four communal amenity spaces are to be provided, the largest of which is on the ground floor, surrounding the naturalised brook (805sqm). Three communal rooftop spaces are provided, a garden terrace on the 21st floor (171sqm), an under 5's play space on the 22nd floor (76sqm) and a landscaped rooftop garden atop the tallest shoulder of the building (315sqm).
79. Overall, the private balconies within the development, as well as the communal rooftop spaces amount to an amenity space provision of 2,353sqm (986sqm for private and 1,367sqm for communal). This represents about 18.1sqm of amenity space per unit of the development. Policy DMP19 in Brent's Development Management Policies seeks 20sqm per unit, meaning that the current proposal is for more than 90% of the amount suggested in guidance. Given the density of the scheme and the lack of amenity value of the existing site, officers support such a provision. The plans do show a reasonable maximisation of amenity space across the rooftops.
80. The proposal is only providing play space for under 5s, with the 5-11 and 12+ age groups to be catered for through offsite improvements and improvements of access to local parks. Such improvements will be secured through a section 106 agreement. The GLA has agreed with this approach, given the constraints on site. Brent's parks services have identified specific projects for which funding could be sought to address local play spaces for 5-11 and 12+ age groups. This includes the delivery of an adventure trail aimed at 12+ children and the delivery of replacement fencing for the under 5 and 5-11 playgrounds at St Raphael's Open Space and funding for both of these elements (£15,400), plus maintenance costs (to be confirmed by Parks) will be secured through a legal agreement.

Transport

Parking

81. As the site has a high PTAL rating of 4, the lower car parking standard for residential use of 0.75 spaces per 1-2-bed flat and 1.2 spaces per 3-bed flat as set out in Appendix 1 of the adopted DMP 2016 applies.
82. The proposed 130 flats would be permitted up to 106 spaces, so the proposed provision of just two disabled parking spaces within the site would accord with maximum standards.
83. However, this level of provision would not satisfy current or draft London Plan standards for disabled parking, which require a disabled space for between 3%-10% of flats. As such, at least three to four disabled spaces would need to be provided at the outset to meet standards. The scheme currently provides 2 on site disabled parking bays.
84. Where development is likely to generate overspill parking though, Policy DMP12 requires that such parking can be safely accommodated on-street. In general, it is estimated that developments will generate car ownership at 75% of the maximum allowance and on this basis, the 151 proposed residential units are estimated to generate demand for 80 spaces, giving a predicted overspill of up to about 77 cars from the site without suitable mitigation.
85. To verify whether this is a realistic estimate for this area, car ownership data for flats in the nearby area from the 2011 Census has been examined. This identifies an average car ownership of about 0.57 cars/flat for the immediate area, suggesting that about 74 cars would be owned by residents of these proposed flats. This closely matches the above estimate, so a predicted overspill of about 77 cars is considered to be robust.
86. Residential streets in the nearby area (Tokyngton Avenue, Derek Avenue, Sylvia Gardens, Aldbury Avenue, Monks Park Gardens etc.) were not noted in Brent's 2013 surveys as being heavily parked at night at present and the applicant's Transport Assessment includes surveys showing that this remains the case. However, streets within 200m of the site do not have sufficient spare kerbside space to accommodate the level of overspill parking forecast and this is even more so during the day, when on-street parking in the area is higher (possibly due to commuter parking for Stonebridge Park station). With no year-round Controlled Parking Zone in the local area to help to regulate overspill parking from the site, this proposal gives rise to concern over the impact of overspill parking, with the likelihood being that instances of dangerous and obstructive parking on footways, at junctions, across accesses etc. would be likely to significantly increase as a result of the development.
87. To address this issue, funding is sought to allow Brent Council to progress with the introduction of a CPZ in the area, covering streets to the north of North Circular Road for a distance of about 500m from the site. An area bounded by Tokyngton Avenue, Bovingdon Avenue, Wyld Way, Grittleton Avenue and Monks Park Gardens would therefore be considered to be appropriate.
88. Funding of £65,000 towards consultation and subsequent implementation costs (if local residents support this) is therefore sought, which can be supplemented if other development schemes come forward in the area. The principle of the contribution has been accepted by the developer.
89. A restriction should also be placed on the development through a legal agreement to prevent future residents (aside from Blue Badge holders) from obtaining on-street parking permits, in the event that a CPZ is introduced in the area in the future.
90. With regard to the shortfall in disabled parking provision, your officers note that there is on street parking located around 60m from the site on the Old North Circular Road. Provision could be made to provide on street bays for disabled parking. Whilst it is noted that the distances slightly exceed the targets of 50m, on balance, given the constraints of the site, it is difficult to provide additional disabled parking on site. It should also be noted that the applicant's transport consultant has investigated options to provide further on-street disabled parking spaces in locations in the adjoining area. An option that has been agreed in principle between Brent's highways officers and the applicant is a significant redesign of the Point Place / Argenta Way junction which would make more efficient use of the road space here by removing the excessively large mini-roundabout and replacing it with a simple priority junction and extended contraflow cycle lane. The proposal would include a separate bus standing and turning area on the north-western side, a disabled parking bay fronting the development, footway widening (including an extension of the footway along the northern side of Argenta Way across the Point Place junction with dropped kerbs and tactile paving), removal of the redundant crossover to the site, provision of an enlarged raised island between Point Place and the contraflow cycle lane (rather than the hatched markings shown on the

drawing), new soft landscaping, new street furniture to include seating and publicly accessible bicycle parking and associated amendments to lighting and drainage, subject to any further amendments as required to accommodate any concerns raised in further consultation with TfL and Network Rail. A significant benefit of this layout is the scope that it provides for additional footway width and soft landscaping/planting around the site frontage at the junction.

91. These changes would bring the distances to the disabled parking spaces in line with the targets, but would be subject to approval from TfL. It is therefore recommended that any planning consent is made subject to a legal agreement to secure highway works in line with the above description, should they be agreed by Transport for London. However, should TfL not be happy with the arrangements, as discussed above, the distance is only slightly beyond targets and this would be considered acceptable if the alternative is not feasible.

Cycle parking

92. The London Plan requires at least one long-term bicycle parking space to be provided per 1-bed flat and two spaces per 2-/3-bed flat within a secure, covered facility, giving a requirement for 222 such spaces. Internal storage for 242 bicycles on double height racks at ground, first and third floor levels are indicated to meet requirements. A large lift to the third floor is provided which would enable efficient use of the bicycle storage.
93. A further four short term spaces for visitors are required and five 'Sheffield' stands are proposed at the front of the site to meet requirements. The on-street cycle parking should be increased to provide additional public cycle parking capacity for users of Stonebridge Park Station, and this will also form part of the highway works secured in the legal agreement.

Refuse

94. Refuse storage is proposed on the ground floor of the building for 14 Eurobins and 7 wheeled bins. This meets only 50% of the total requirement for 28 Eurobins and 14 wheeled bins to cater for general waste, dry recycling and organic waste.
95. To address this, the applicant has approached Brent's refuse contractors about the possibility of an additional collection being made each week. This has been accepted for other nearby schemes, subject to the applicant providing the funding for the additional collection and has also been accepted in principle at this location. This will need to be secured through a Waste Collection Strategy secured through the S106 Agreement for the site.

Servicing

96. Servicing of the building by refuse and other delivery vehicles (estimated at about 21 deliveries per day based on comparisons with 14 other blocks of flats in London) will need to take place from the Argenta Way street frontage of the site, which is acceptable in principle. The transport consultant has recommended that a single yellow line be introduced along this frontage to prevent parking and thus allow space for loading. This is supported and can be added to the recommended S278 works.
97. A Delivery & Servicing Plan has also been submitted to help to manage deliveries, which will be monitored and reviewed annually. This is generally welcomed. It is noted that although it is difficult to control the timing of deliveries for residential flats, residents will be requested not to book deliveries that coincide with refuse collection times. An on-site concierge will also be employed to assist in receiving goods, which is particularly useful if residents are not at home.
98. One further matter that should be included is the routing of delivery vehicles, which should all be encouraged to approach the site via Point Place to minimise the need for vehicles to turn around at the end of Argenta Way.

Pedestrian access

99. Pedestrian access to the building will be via two ramps and a flight of steps from Argenta Way, which is fine in principle and will allow easy access by fire appliances.

Trip generation

100. In terms of trip generation, survey results from four similarly-sized residential blocks in outer London have been used to estimate likely future trips from this development. This exercise results in predicted trips totalling 15 arrivals/58 departures in the morning peak hour (8-9am) and 36 arrivals/21 departures in the evening peak hour (5-6pm) by all modes of transport.
101. Modal split estimates have then been based on the 2011 journey to work Census data, but with adjustments to car trips to reflect the low level of parking proposed. As such, just 2% of trips are estimated to be by car, which results in 3-4 trips in each peak hour. This is not significant enough to have any noticeable impact on the local road network.
102. For public transport journeys, rail and Underground trips are estimated at 7 arrivals/27 departures in the morning peak hour and 17 arrivals/10 departures in the evening peak hour. With 9-13 trains in each direction serving Stonebridge Park station per hour, the development would add no more than two additional passengers per service, which is not considered to be significant.
103. At the request of Transport for London, a gateline assessment of the ticket barrier provision at Stonebridge Park station has also been undertaken. This shows that the development would increase gateline demand by less than 3%, with demand for about 2.5 gates in each peak period.
104. The existing station has three gates and there are proposals to increase this by one further gate to support the redevelopment proposals on the nearby Northfields Industrial Estate. As such, this development does not in itself generate sufficient trips to require extra gateline capacity through the station, although again TfL will wish to assess this further, through a contribution towards the gateline capacity feasibility assessment.
105. Bus trips are estimated to total 5 arrivals/19 departures in the morning peak hour and 12 arrivals/7 departures in the evening peak hour. The applicant has then used Census data to consider likely destinations for work trips. This concludes that routes 18 and 112 would experience the greatest increases in demand, but that with a combined frequency of 16 buses per hour on these two routes, no more than one additional passenger per bus would be expected.
106. Nevertheless, London Buses will again wish to comment on this, particularly given the proposals to increase the frequency of buses serving Stonebridge Park station to support redevelopment. These include the extension of route 440 from Stonebridge Park to Wembley and of route 83 to from Alperton to Stonebridge Park, which would help to improve connections from the site to alternative rail and Underground services from Alperton and Wembley.

Travel plan

107. To help to reduce car dependency, promote the health benefits of sustainable travel and generally reduce the traffic generated by staff, residents and visitors, a Residential Travel Plan has been prepared and submitted with the application.
108. This proposes to appoint a Travel Plan Co-ordinator to oversee the management of the plan. This will include implementing a series of measures, including the provision of Travel Packs to residents that include useful travel information including the promotion of transport initiatives such as Bike2Work schemes and links to journey planning websites. Other measures include securing discounts on cycling equipment from local retailers and the setting up and promotion of a Car Club.
109. On this last measure, the applicant has approached a Car Club operator with a view to securing two cars to be based close to the site, with free membership to be offered to new residents for a period of three years. However, there is a lack of detail in the Travel Plan and it is therefore recommended that separate S106 clauses are secured to confirm the detail of the Car Club.
110. The overall target will be to keep car driver trips to and from the site to 2% of the total and to raise the proportion of walking and cycling trips by 4% at the expense of public transport trips.
111. An initial travel survey in accordance with the TRICS survey methodology will be undertaken within 6 months of first occupation (or when 75% of flats are occupied), followed by further TRICS surveys biennially thereafter for a period of five years.
112. The submitted Travel Plan is generally considered to be acceptable and its implementation should be

secured through the S106 Agreement for the site.

Construction management

113. Finally, a prospective Construction Management Plan for the site has been prepared to consider how construction works on this very restricted site will be undertaken. Due to the lack of space, it is proposed that deliveries will be undertaken from Argenta Way fronting the site. This will in turn entail the closure of the footway and suspension of the bus stop, which will require approval from the London Borough of Brent (as Highway Authority) and TfL. It is also envisaged that the whole road may require occasional closure from time to time, such as for the erection and dismantling of cranes.
114. Delivery lorries will all be routed to the site via North Circular Road, Harrow Road and Point Place, departing via Old North Circular Road eastbound. This is considered appropriate and should be strictly adhered to.
115. Due to the shortage of storage space, materials will be delivered on a 'just-in-time' basis and will be booked in advance to ensure that no more than one delivery vehicle is attending the site at any time.
116. No car parking will be provided on site either, although bicycle stands will be provided. Staff will be encouraged to use public transport instead and if necessary, a crew bus will be operated from a remote car park to ferry employees to the site.
117. The above is all noted and the appropriate licences for the road and footway closures and hoardings, parking bay and bus stop suspensions will need to be secured. Given the complexities of the site, a full Construction Logistics Plan will need to be developed in accordance with TfL guidance based on the information in the submitted Management Plan, prior to works commencing on the site.

Sustainability

118. The applicant has included an Energy and Sustainability Statement to address major development sustainability requirements as set out in Policy 5.2 of the adopted London Plan.
119. The proposed regulated development with 'Be Lean', 'Be Clean' and 'Be Green' measures incorporated within the residential part of the development is confirmed to emit 92.75 regulated tonnes of Carbon Dioxide per annum, which is down from a baseline emission of 152.17 tonnes per annum when designed to meet minimum building regulation requirements. This equates to a 39% reduction on the minimum Building Regulations (2013) as required within the London Plan. A carbon offset payment is required to achieve the zero carbon goal. The offset payment shall cover a 30 year period of emissions, with the payment being equivalent to £60 per tonne per annum. This payment will be secured through the Section 106 agreement.
120. The details of the energy efficiency improvements are as follows:
- Be Lean (total savings from 'be lean': 0.809 tonnes / 0.1%)*
Good building fabric performance, improving on building regulations requirements for notional building u-values and air permeability
Low energy lighting with occupancy sensing and daylight dimming controls
Ventilation strategy for the flats, inclusive of requirements to limit noise ingress
- Be Clean (total savings from 'be clean': 59.1 tonnes / 39.5%)*
The use of a gas powered Combined Heat and Power (CHP) system to minimise energy demand.
A condition will require that details of how the CHP could be connected up to a future district heat network (if and when available are submitted, to ensure that such connections could be made in the future.
The air quality report confirms that the CHP plant would have a non-material impact on air quality in line with Environment Agency guidance.
- Be Green (total savings from 'be green': 0.0 tonnes / 0.0%)*
Photovoltaics were considered for implementation, but given that policy compliant carbon savings were achieved through the other categories and because of the importance of providing rooftop amenity space, renewable energies have not been opted for.
121. The GLA has reviewed the energy and sustainability aspects of the proposal. They consider that further reductions in non-domestic carbon emissions should be achieved and have requested additional technical information to verify the reductions stated. These considerations are being addressed by the

applicant ahead of a Stage 2 referral to the GLA.

Environmental Health

Air Quality Impact

122. An air quality assessment considering the impacts of the proposed redevelopment of the site on air quality has been submitted. The site lies within an air quality management area as defined within the London Plan and should have regard to reducing the impact of the development on air quality, including the achievement of an air quality neutral development.
123. The report has considered the impacts that would be incurred during the construction phase, impacts that would be incurred by traffic generated by the development and impacts incurred by emissions from the operation of the development. The report confirms that impacts of the development on air quality would not be significant.
124. The overall impact on local air quality is concluded to be of negligible significance and will meet the mayor's criteria for being air quality neutral.
125. Traffic related emissions on the local road network would have an imperceptible impact on air quality, in the context of the substantial emissions associated with the North Circular Road, and, to a lesser extent, Harrow Road. Very few vehicular trips are projected and very limited car parking is provided on site.
126. Related to the above, air quality at the lowest levels of the building (levels 6 and below), especially on the eastern elevation closer to the North Circular, would not meet the air quality objections for Nitrogen Oxide, although particulate matter objectives would be met at all levels. This shows that the emissions from the North Circular have a major effect on air quality at the site, albeit that the impact is predicated greatest at the lower elevations and the effect decreases with height.
127. The CHP plant would have a non-material impact on air quality, when considered in the context of Environment Agency guidance for such emissions sources.
128. The predicted changes in air quality would be of negligible significance both at the site and with regard to off-site receptors on Tokyngton Avenue, Sylvia Gardens and Derek Avenue.
129. An assessment has been made of Nitrogen Oxide emissions against GLA emissions benchmarks for the building and transport emissions, and has shown that the emissions from the development will be lower and that the development will be air quality neutral.
130. In terms of emissions during construction, the applicant's assessment shows that there would be low-medium risks to surrounding properties.
131. The applicant's air quality assessment confirms that appropriate dust control measures are recommended to minimise risks to surrounding properties during construction. The impacts during construction would be temporary and would have no long term residual effects on air quality.
132. The assessment also confirms that flats in floors 3 – 6 (there are no flats on the lower floors) are to be provided NOx filtration systems in their ventilation systems. At higher levels (7 and above) the air quality is predicted to meet the appropriate standards and would not necessitate NOx filtration.
133. Officers have questioned the effectiveness of NOx filtration systems in these flats, since the flats will have opening windows and doors onto balconies. Opening of such doors and windows would result in untreated air entering the internal habitable rooms (depending on air pressure differences). The applicant's air quality consultant has carried out further testing to clarify that the efficiencies of the NOx filters are such that the NO2 levels in the internal air will be 80-90% lower than the incident air, meaning that the affected flats' windows would need to be open for at least 88-89% of the time for internal parts of the flats to exceed the annual mean Air Quality Objective levels that are considered safe. Similarly, it has been confirmed that the use of the balconies on these levels by occupants, even for extended periods, will not result in occupants' air exposure exceeding the annual mean air quality objectives for NO2. As such, it would be necessary for an occupant to live on the balcony (including at night) for such objectives to be exceeded.
134. Central government predictions indicate that air pollution levels are showing a downward trend, so it is

reasonable to assume that air quality conditions experienced at the site will improve over time.

135. Given that it is extremely unlikely for windows to be open for more than 88% of the time and for occupants to remain on the balcony throughout the day (including overnight), officers accept that the NOx filtration systems will remain effective in securing safety of residents from an air quality perspective.

136. The details of the air quality assessment, including provision and maintenance of NOx filtration systems, will be secured by condition to ensure inclusion within the development.

Noise and Vibration Impact

137. A noise and vibration impact assessment considering impact from surroundings on the residential units has been submitted as part of the proposal.

138. The report shows that the tested surrounding environment has very high external noise levels, mostly owing to traffic on the North Circular Road and the access road adjacent to the site. Because of this, openable windows will not be an acceptable overheating mitigation strategy for bedrooms. It may be an acceptable strategy for some of the kitchen/living rooms at high level which are screened from the North Circular. The relevant sound insulation criteria within British Standards may be met in all rooms with windows closed and secondary glazing with a substantial air void in-between is proposed to ensure the façade will provide sufficient sound insulation. Ventilation will also incorporate significant attenuation measures to ensure the sound insulation of the façade is not compromised.

139. The report also confirms that standard criteria for limiting plant noise within the development in line with relevant British Standards, with much of the plant being internal and naturally attenuated.

140. The report concludes that the measures proposed would improve sound impact to within acceptable levels.

141. Brent's regulatory services agree with the submitted details and a condition will secure these details. A separate condition will also secure the limitation of plant noise in line with British Standards.

Construction Management

142. The development is within an Air Quality Management Area and located in relatively close proximity to other residential properties. Construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours. The applicants have prepared their own Construction Management Plan that outlines the means by which the applicants will minimise the impact on local air quality and protect the amenity of neighbours during construction.

143. This report has been reviewed by Brent's regulatory services. The details of the report are mostly accepted as suitable however the control of dust emissions were not specifically covered and a condition is therefore recommended to secure a revised statement ahead of construction.

144. A further condition requiring non-road mobile machinery used in construction to be limited in terms of power output has been recommended so as to further minimise environmental impact and this will also be included as part of the consent.

Contaminated Land

145. A contaminated land ground investigation report has been submitted. Regulatory Services have reviewed the investigation report but recommend a full standard condition requiring the submission of a post demolition soil investigation plus a remediation strategy if necessary. A two part condition will require that a site investigation is carried out, submitted and approved ahead of construction, and that details of remediation measures (if necessary) are then submitted and approved ahead of occupation.

Flooding and Drainage

146. The site falls within flood zone 3, owing to the Wembley Brook flowing centrally through the site. Surface water flooding is also affecting the site. Flood resistance measures are integral to the submitted design of the building and have been discussed earlier in the report. The measures are nonetheless reiterated and expanded upon below.

147. During the pre-application process, officers at Brent and the applicants met with the Environment

Agency to ensure that the developer's proposals to mitigate flood risk through development of the site could be supported. The meeting was positive and agreement was reached between all parties. The meeting established an acceptable suite of measures to mitigate both fluvial and surface water flood risks and these have been carried through to application stage and are set out below.

Raised ground level

148. The 1 in 100 year flood event, plus an allowance of 35% additional impact to account for climate change, would entail a maximum flood water level of 26.48m AOD in the area occupied by the proposed building. Therefore, to ensure the safety of the building at ground level, the ground level has been designed at 26.5m AOD. This means that the ground floor of the building could only flood in the instance of an extreme flood event.
149. To further ensure security, the first three levels of the building are to be occupied by lobby, cycle storage, refuse and substation spaces which are less vulnerable uses. This means that flooding of the residential accommodation would be extremely unlikely.

Safe refuge

150. The first floor and upper floors would provide safe refuge in the event of an extreme flooding event affecting the ground floor. Unimpeded internal stair access to the first and upper floors is possible from the lobby and cycle space, as the size of the ground floor limits the presence of people there. In addition, residential could remain safely within their apartments as safe refuge is provided there.

Emergency planning

151. A full floor warning and evacuation plan has been produced to ensure the residents and managers of the building adopt a strict procedure in case of an emergency associated with flood risk. The flood warning and evacuation plan will be secured by condition.

External amenity space

152. The external amenity space is designed as a naturalised river environment and would be liable to partial or extensive flooding. Signage will be provided through the area to inform people that the area is 'liable to flooding'. In addition, there are several exits from the amenity space to ease evacuation. Landscaping designs have carefully incorporated gentler slopes to facilitate evacuation. Protective measures (trash screens) are to be provided at the outlet of the upstream culvert and at the inlet of the downstream culvert to avoid the risk of people, especially children, from entering these structures, which sit either side of the site.

153. The details of the flood risk assessment are acceptable to Brent and the Environment Agency and will be secured by condition.

Drainage

154. The existing building discharges water that collects on its roof directly to Wembley Brook at the rear. The proposed building will include storage tanks to which surface water will instead be discharged. Water will then slowly be discharged from the tanks at a rate of 5 l/s, reflecting greenfield levels of runoff. This sustainable urban drainage strategy has been reviewed by Brent's Local Lead Flood Authority and is considered to be suitable in meeting relevant requirements and mitigating the site's proneness to surface water flooding.

Comments on flood and drainage from external consultees

155. The GLA have reviewed the report and are satisfied with the approach to flood risk although have requested that the report gives greater regard to the drainage hierarchy. This request will be addressed by the applicant ahead of a Stage 2 referral.
156. The Environment Agency have also reviewed the reports and are satisfied that drainage and flood concerns have been appropriately addressed, requiring that the flood mitigation strategy is secured by condition.
157. Thames Water has also reviewed the application. Thames Water have no objections to the proposal although do have advisory information for the developer. This will be communicated to the applicant by

way of informative on the decision notice.

158. In summary, the development's approach to flooding and drainage is accepted. Conditions securing the flooding and drainage strategy, the implementation of the flood warning and evacuation plan and the restriction of occupation subject to foul network water network infrastructure upgrades will be incorporated as part of any consent.

Trees and Landscaping

Trees

159. The application has been submitted with a full tree survey. Four trees are located next to the boundary of the site, on the edge of the Wembley Point car park, within Wembley Point's ownership. These trees have been subject to a tree preservation order since 2007 but have been noted by Brent's tree protection officer as being of low amenity value in their present form.
160. Two of the four trees on site have been categorised as U class trees (very poor condition) whilst the other two are categorised as B (moderate condition) and C (poor condition) respectively. Based on their condition, the two U category trees are proposed for removal as part of the works whilst the other trees are proposed for retention, with a method statement outlining their means of protection during construction. As part of the works, the category C tree will require pruning. These works will require the consent of Wembley Point, although this discussion would not be a Council matter.
161. Brent's tree officer supports the proposal and does not object to the loss of two trees despite their TPO status. The current amenity value of the trees is agreed as very poor and their removal is of little detriment, especially when the wider landscaping aspirations of what is currently a heavily hardsurfaced site are considered.

Landscaping

162. The proposal includes a landscaping plan covering the naturalised brook area, the public realm and the rooftop amenity spaces. The strategy has seen the landscaping split into a series of zones which identifies the function and characteristics of each area and responds accordingly. The landscaping plan includes areas of gentle slopes near to the brook which will store water, a seating area which sits above the slopes and overlooks flowering meadow areas, low hedgerows along the site borders to ensure unobstructed views down to the brook from around the site, natural stone steps close to the brook for pedestrian use when the area is dry as well as a small wildlife corridor along the brook to assist habitat creation and reinforce the banks of the brook. Various climbing species will soften the building's northern elevation and the retaining wall.
163. The street frontage is proposed with a number of raised planters which would sit under the raised building façade. They would assist in delineating a break between the public and private spaces of the development. Flowering trees, ornamental shrubs and groundcover plants would also be proposed to achieve a rich visual interest in the environment. An indicative front elevation is shown depicting these improvements to the frontage. This will be a significant improvement on the current low quality environment in this location.
164. The three roof terraces will be landscaped, two of which with raised planters. Based on the conditions and suitability, planting in these locations will demonstrate a range of species.
165. Tree planting is to be extensive across the site and will easily compensate for the loss of two low quality trees close to the site edge. 10 trees are to be planted along the edge of the garden area, by the boundary with Wembley Point, 7 trees are to be planted within the site boundaries by the open corner of the site at the junction of Argenta Way and Point Place, adjacent to the parking area. 7 trees are to be planted along the site frontage, which will border with the public realm along Argenta Way. Ornamental tree planting will also be employed on the two rooftop spaces that are not focussed around play.
166. The plans show an indicative raised pedestrian bridge which could connect the site to a future redevelopment of Wembley Point. This has not been agreed by the Environment Agency and has been marked on the plans as aspirational only. An informative will clarify that separate consent will be required for such a connection.
167. A condition will require a comprehensive landscaping plan, inclusive of all species and other specific

details to be approved at a later stage. The Environment Agency have also requested a landscape management condition, which would require detailed information relating to maintenance and management of landscaping, including an adaptive planting strategy, to be secured ahead of works commencing. This will also be applied to the decision notice.

Ecology and Biodiversity

168. The applicants have carried out an ecological appraisal of the site to identify habitats present on site and to investigate legal and planning policy constraints to the proposed development in relation to ecology. This was achieved through the carrying out of an extended phase 1 habitat survey undertaken in August 2018 and a river corridor survey, a bat inspection and two September dusk emergence surveys for roosting bats.

169. No statutory designations within the surrounding area are likely to be affected by the proposed development. Whilst there are no Sites of Importance for Nature Conservation (SINCs) on site, four locally designated non-statutory SINCs are linked to the site and therefore potentially at risk of adverse effects. The habitats within the site are mainly of negligible ecological value, although the Wembley Brook section may constitute river and stream habitats of principal importance (HPIs). Foraging bats were recorded but no roosts were identified on the site. Breeding birds are likely to utilise the site (both the buildings and the existing vegetation). No other protected species are likely to utilise the site.

170. In order to protect the local SINCs, the Wembley Brook habitat, bats and birds within the site, some mitigation measures and pollution prevention measures are proposed.

171. Enhancement measures are recommended as well to encourage a net gain of biodiversity value for the site. The re-naturalisation of the brook, which is proposed at the moment, will be a very important measure that already achieves this.

172. Subject to the above measures being implemented, the development will comply with legislation and planning policy with regard to protected ecology. These measures will be secured by condition.

173. The Environment Agency have requested a condition to be applied to the decision requiring a removal and management plan for invasive non-native species, including long term objectives and management responsibilities. This will be applied to the decision notice.

Fire Safety

174. The scheme has been developed alongside Fire Consultant Olsson to ensure compliance with all fire regulations.

175. The layout has been designed to minimise communal corridor lengths. Mechanical smoke extract will be provided to enable safe passage through the corridors in the event of a fire. In addition, the whole building, including the flats will be sprinklered. The escape route will be via the fire escape stair which discharges at ground floor level through a sterile corridor to safety. A fire-fighting lift will also be provided in line with Building Regulations.

176. The cladding system has been selected in response to the updated Building Control Guidance regarding the combustibility of external walls which came into effect on the 18th December 2018. The aluminium cladding is proposed to be a solid panel rather than composite in order to achieve a Class A2, S1 d0 (BS EN 13501) rating. Insulation is proposed to be non-combustible (A1) mineral fibre which has been tested by the Building Research Establishment and is BBA approved.

177. In summary, both the layout of the building and the material and construction elements have been carefully considered to ensure maximum fire safety.

Microclimate and Pedestrian Comfort

178. A microclimate assessment has been provided which considers the impact of the development in the context of its existing and consented surrounding buildings on wind conditions. Wind tunnel testing on a 1:300 scale detailed model has been undertaken to test how the development would be affected in this regard.

179. The testing showed that the most outdoor pedestrian trafficable areas were found to be acceptable for

their intended uses. However, localised areas were identified that are exposed to uncomfortable wind conditions with the inclusion of the proposed Argenta House.

180. The results indicate that some ameliorative treatments are needed in certain locations to achieve the desired wind speed criteria for pedestrian comfort.

181. With the inclusion of the above mitigation measures into the final design, wind conditions in all outdoor trafficable areas within and around the proposed development meet their respective comfort and safety criteria and, as such, would be considered suitable for their intended uses.

182. The above mitigation measures will be secured by condition.

Television Reception Impact

183. The applicants have submitted a TV reception impact report which considers the worst case scenario for impacts to nearby properties' TV signals based on the presence of the proposed building.

184. The report identifies the properties whose TV reception may be minorly impacted as a result of overshadowing along the line of the television signals from Crystal Palace transmitter. This includes a small number of properties along Tokyngton Avenue, Sylvia Gardens and Aldbury, Bovingdon, Flamsted, Nettleton and Tring Avenues for terrestrial signals and Tokyngton Avenue for Sky Satellite signals.

185. The report outlines a programme of testing and mitigation based on a test of signal strength in the relevant locations both before and after construction and, based on the results, the mitigation of any impact identified. Mitigation, if required, could be achieved through improving the receiving antenna and/or relocating/redirecting the antenna.

186. The LPA support the approach to ensuring any impact associated with TV signals is addressed and will require pre-implementation testing and post-implementation testing to be carried out and submitted for the LPA's review. This will be required through a S106 obligation. The S106 obligation will also secure mitigation being provided where impact is identified.

Community Involvement

187. The applicant undertook community consultation ahead of application submission in line with the Council's statement of community involvement expectations.

188. A two-day public exhibition was organised, publicised and held by the applicant, and a door knocking programme of one-to-one engagement with local stakeholders was also carried out. The applicants consulted with the community at this stage on the basis of the original scheme, which was for a 28 storey building with 151 units rather than the current scheme, which is for a 24 storey building with 130 units.

189. 14 people attended the consultation events. Of these, seven responded to the consultation in writing by filling in a comments card on the day of the exhibition. 30% of the comments received were supportive of the proposals, 40% were neutral and 30% raised concerns about the proposal. The applicants report that people were generally supportive of the principle for development and that many visitors stated that any proposals were preferable to the site as it currently exists.

190. In terms of the concerns raised by local residents, parking impact was raised as the most common concern (4 out of 6), with overcrowding (1 out of 6) and height (1 out of 6). In responding to these comments, parking should not worsen locally, subject to the implementation of a controlled parking zone and the scheme has seen a reduction in height and number of units since submission following officer concerns about the impact of the building in this location.

Equalities

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

Summary

192. Officers consider that the scheme meets planning policy objectives and is in general conformity with local, regional and national policy. The proposal would make a positive contribution to the area, whilst having an acceptable impact on and relationship with the existing surrounding development. Officers recommend the application for approval subject to the conditions and obligations set out in this report.

CIL DETAILS

This application is liable to pay **£4,419,958.26** * under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible* floorspace which on completion is to be demolished (E): 452.66 sq. m.

Total amount of floorspace on completion (G): 12985.631 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
(Brent) Dwelling houses	12975.061		12522.77	£200.00	£0.00	£3,667,382.48	£0.00
(Brent) Shops	10.57		10.2	£40.00	£0.00	£597.52	£0.00
(Mayoral) Dwelling houses	12975.061		12522.77	£0.00	£60.00	£0.00	£751,366.17
(Mayoral) Shops	10.57		10.2	£0.00	£60.00	£0.00	£612.09

BCIS figure for year in which the charging schedule took effect (Ic)	224	328
BCIS figure for year in which the planning permission was granted (Ip)	328	
TOTAL CHARGEABLE AMOUNT	£3,667,980.00	£751,978.26

*All figures are calculated using the formula under Regulation 40(6) and all figures are subject to index linking as per Regulation 40(5). The index linking will be reviewed when a Demand Notice is issued.

**Eligible means the building contains a part that has been in lawful use for a continuous period of at least six months within the period of three years ending on the day planning permission first permits the chargeable development.

Please Note : CIL liability is calculated at the time at which planning permission first permits development. As such, the CIL liability specified within this report is based on current levels of indexation and is provided for indicative purposes only. It also does not take account of development that may benefit from relief, such as Affordable Housing.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 18/4847

To: Miss Hannah Willcock
DP9
100 Pall Mall
London
SW1Y 5NQ

I refer to your application dated **17/12/2018** proposing the following:

Demolition of the existing two storey building (Use class B1) and redevelopment to provide a 24-storey building comprising 130 residential dwellings (37 x 1bed, 75 x 2bed and 18 x 3bed) with associated car and cycle parking, provision for bin stores, landscaping and ancillary works (revised description)

and accompanied by plans or documents listed here:
Refer to condition 2.

at **Argenta House, Argenta Way, London, NW10 0AZ**

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

Date: 12/08/2019

Signature:

Gerry Ansell

Interim Head of Planning, Transport and Licensing

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

National Planning Policy Framework (2018)
The London Plan (2016)
Brent's Core Strategy (2010)
Brent's Development Management Policies (2016)
Brent's Supplementary Planning Document 1 - Design Guide for New Development (2018)

- 1 The development to which this permission relates must be begun not later than the expiration of three years beginning on the date of this permission.

Reason: To conform with the requirements of Section 91 of the Town and Country Planning Act 1990.

- 2 The development hereby permitted shall be carried out in accordance with the following approved drawing(s) and/or document(s):

11234 A P 001 – Location Plan
11234 A P 040 – Existing Elevations A and B
11234 A P 041 – Existing Elevations C and D
11234 A P 042 – Demolition Elevations A and B
11234 A P 043 – Demolition Elevations C and D
11234 A P 002 – Existing Ground Floor Plan
11234 A P 003 – Existing First Floor Plan
11234 A P 004 – Existing Roof Plan
11234 A P 005 – Demolition Ground Floor Plan
11234 A P 006 – Demolition First Floor Plan
11234 A P 007 – Demolition Roof Plan

11234 A P 100 Rev P – Ground Floor Plan
11234 A P 101 Rev M – First Floor Plan
11234 A P 102 Rev M – Second Floor Plan
11234 A P 103 Rev M – Third Floor Plan
11234 A P 104 Rev M – 4-6 Floor Plan
11234 A P 105 Rev M – 7-19 Floor Plan
11234 A P 106 Rev L – 20 Floor Plan
11234 A P 107 Rev L – 21 Floor Plan
11234 A P 108 Rev L – 22 Floor Plan
11234 A P 109 Rev L – 23 Floor Plan
11234 A P 111 Rev J – 24 Floor Plan
11234 A P 112 Rev B – Roof Plan

11234 A S 120 Rev A – Section A and B
11234 A S 121 Rev A – Section C and D
11234 A S 122 Rev A – Section E
11234 A S 123 Rev E – Section A
11234 A S 124 Rev A – Section B
11234 A S 125 Rev A – Section C
11234 A S 126 Rev A – Section D
11234 A S 127 Rev A – Section E
11234 A E 140 Rev E – Elevations A and B
11234 A E 141 Rev E – Elevations C and D
11234 A E 142 Rev A – Elevation A
11234 A E 143 Rev A – Elevation B
11234 A E 144 Rev A – Elevation C

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

- 3 The residential units hereby approved shall at no time be converted from C3 residential to a C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space within the site to accommodate additional bin or cycle storage.

- 4 The kiosk as shown on approved ground floor plan (ref: 11234 A P 100 Rev P) shall only be used for purposes within the A1 use class, and for no other purpose without the written consent of the Local Planning Authority.

Reason: To ensure that the kiosk is of benefit to the public realm as intended.

- 5 The development hereby approved shall be carried out in full accordance with the mitigation measures stipulated in the approved Air Quality Assessment (prepared by Epal, dated November 2018), unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To appropriately mitigate air quality impact.

- 6 The development hereby approved shall be carried out in full accordance with the mitigation measures stipulated in the approved Noise and Vibration Impact Assessment (prepared by Scotch Partners, dated November 2018), unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To appropriately mitigate air quality impact.

- 7 The development hereby approved should be built so that 10% of the residential units achieve Building Regulations requirement M4(3) – ‘wheelchair user dwellings’ and the remaining to be built in accordance to M4(2) – ‘accessible and adaptable dwellings’, unless the units are laid out as 1 bed 1 person units which will achieve M4(1) visitable dwellings.

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy 3.8.

- 8 The development hereby approved shall be carried out in full accordance with the details stipulated in the approved Framework Delivery and Servicing Plan (prepared by TTP Consulting, dated November 2018), unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To ensure the free and safe flow of the public highway during periods of servicing of the proposed development.

- 9 The building shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 10 Following first occupation of the development hereby approved, the details of the flood warning and evacuation plan (prepared by WSP, dated December 2018, Ref: 70036409-MZ/EI) shall be

implemented in full for the lifetime of the development, unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To appropriately ensure residents' safety in relation to flood events.

- 11 The development shall be carried out in accordance with the submitted flood risk assessment (FRA) Ref. 70036409/MZ/EI, and the following mitigation measures it details:

- No residential accommodation to be located at the ground floor.
- Finished floor levels to be set no lower than the modelled 1 in 100 year return period flood water level including a 35% climate change allowance, which is a flood level of 26.48m AOD.

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Reason: This is to ensure the proposal reduces the risk of flooding to the proposed development and its future occupants.

- 12 The development hereby approved shall be carried out in full accordance with the mitigation measures stipulated in the approved Pedestrian Microclimate Wind Tunnel Study (prepared by Windtech, dated November 2018, Ref: WE297-02F01(rev0)- WE Report), as amended by the details on page 17 of the submitted Design & Access Statement Addendum (prepared by FAL, dated March 2019), unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To appropriately mitigate pedestrian discomfort resulting from wind conditions.

- 13 The development hereby approved shall be carried out in full accordance with the tree protection measures stipulated in the approved BS5837:2012 Arboricultural Impact Assessment Method Statement & Tree Protection Plan (prepared by Gavin Jones Tree Care Services, dated November 2018) unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To appropriately protect two trees within the neighbouring site.

- 14 Notwithstanding the details to be agreed pursuant to Schedule X (highway works schedule number TBC) of the Section 106 agreement, the approved parking plan (Ref: 2017-3141-DWG-211(1)), including the cycle storage facilities, as well as the approved refuse storage facilities shall be installed prior to occupation of the development hereby approved and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building hereby approved, unless alternative details are agreed in writing by the Local Planning Authority.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 15 Prior to the commencement of the development hereby approved including demolition), a construction logistics plan shall be submitted to and approved in writing by the Local Planning Authority. The approved construction logistics plan shall thereafter be implemented in full accordance with the approved details.

Reason: To ensure the free and safe flow of the public highway during construction.

Pre-commencement reason: The condition seeks to exercise control over the construction phase of the development and therefore needs to be discharged prior to construction.

- 16 Notwithstanding the details contained within the Construction Management Plan (Ref: 18/001 Rev B, dated December 2018), further details of the following aspects shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the

development (including demolition and site clearance):

- Details of the control of dust emissions

The development shall thereafter be carried out in full accordance with the mitigation measures stipulated in the approved Construction Management Plan (Ref: 18/001 Rev B, dated December 2018 and the additional approved details, unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To appropriately mitigate impact of the development.

Pre-commencement reason: The condition seeks to exercise control over the construction phase of the development and therefore needs to be discharged prior to construction.

- 17 No development, including facilitative activity or site clearance shall take place until a removal and management plan to control any invasive non-native species, including long-term objectives and management responsibilities, shall be submitted to, and approved in writing by, the local planning authority. The management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include, but not be limited to, the following elements:

- details of removal and management regime, including methodology and monitoring strategy
- details of treatment and protection of site boundaries and buffers around water bodies
- outline of designated waste management responsibilities
- details of strong biosecurity protocols – applied to PPE, tools, machinery and other potential spread pathways,
- Should burial on site be a considered option, then a map demarcating burial plots should be provided.

Reason: Japanese knotweed (*Fallopia Japonica*) has been identified on site (as part of the Preliminary Ecological Appraisal document), of which to allow or cause to grow 'in the wild' is prohibited under the Wildlife and Countryside Act 1981. In addition a removal and management plan addressing the risk posed by an invasive non-native species present, the development is required to comply with paragraphs 170 and 175 of the NPPF which recognises that the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity.

Pre-commencement reason: Construction and site clearance could unduly harm biodiversity, therefore the above needs to be undertaken prior to commencement.

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

Reason: To protect local amenity and air quality in accordance with Brent Policy DMP1 and London Plan policies 5.3 and 7.14.

- 19 Prior to the commencement of development (excluding demolition) hereby approved, details of

how the development is designed to allow future connection to a district heating network should one become available, shall be submitted to and approved in writing by the local planning authority and the development shall be completed in accordance with the approved details.

Reason: To ensure the development is in accordance with the principles of London Plan Policy 5.6.

- 20 a) Prior to the commencement of the development (excluding demolition), a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of construction works, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors. Vapour monitoring shall be undertaken as part of the assessment.

b) Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required). The remediation works shall be carried out in full prior to first occupation of the development hereby approved.

Reason: To ensure the safe development and secure occupancy of the site.

- 21 Details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority prior to any works commencing above ground level. The work shall be carried out in accordance with the approved details, unless alternative details are first agreed in writing by the Local Planning Authority.

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

- 22 Within six months of commencement of works above ground level, a scheme of detailed landscaping proposals shall be submitted to and approved in writing by the Local Planning Authority.

The submitted scheme shall identify all plant species, densities of planting as well as species and soil densities for all proposed ground floor trees. Soil depth and irrigation methodologies for the trees proposed within the roof gardens shall also be provided. The trees proposed should be formed of a variety of native and exotic species.

The approved landscaping shall be completed prior to first occupation of the development hereby approved and thereafter maintained, unless alternative details are first agreed in writing by the Local Planning Authority.

Any trees and shrubs planted in accordance with the landscaping scheme and any plants which have been identified for retention within the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality.

- 23 Within six months of commencement of works above ground level, details of a landscape management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas, shall be submitted to, and approved in writing by, the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning

authority.

The scheme shall include, but not be limited to, the following elements:

- Details of any new habitat created on site, and the criteria used to select native plant mixes in accordance to expected light availability. Plant species are to be native and of local genetic provenance, suited to both the catchment character and light availability on site.
- Details of an adaptive planting strategy for developing the successful establishment of the river corridor habitat and wetland habitats over time, including:
 - Outline principle criteria in selecting and monitoring suitable native plant species for the river corridor and wetland habitats.
 - Maintenance regimes (covering at least the first 4 years), designed to enhance the floristic value and establish marginal vegetation.
 - A monitoring plan (covering at least the first 4 years), used to inform successful establishment areas and identify and introduce suitable native replacements for any failed areas.
- Details of treatment of site boundaries and/or buffers around water bodies; including how the new watercourse will be protected during construction phases
- Details of management responsibilities
- Details of any proposed external lighting

Any proposed planting and management scheme shall include an adaptive strategy to enable appropriate responsive management to the maturing site needs and challenges in establishing effective vegetation cover and floristic interest throughout the year and over time. This is important for fostering habitat continuity in a challenging environment and will complement flood risk management needs.

Reason: This approach is supported by paragraphs 170 and 175 of the National Planning Policy Framework (NPPF) which recognises the planning system should conserve and enhance the environment by minimising impacts on and providing net gains for biodiversity. If significant harm resulting from a development cannot be avoided, adequately mitigated, or as a last resort compensated for, planning permission should be refused. Without this condition we would object to the proposal because it cannot be guaranteed that the development will not result in significant harm to the new habitats created, including the proposed naturalised river environment.

- 24 Prior to occupation of the development hereby approved, a scheme of ecology mitigation and enhancement measures, (as set out in the Preliminary Ecological Appraisal, River Corridor Survey & Bat Survey Report prepared by WSP, dated November 2018) shall be submitted to and approved in writing by the Local Planning Authority.

The measures shall be implemented in accordance with the approved details, unless alternative details are first agreed in writing by the Local Planning Authority.

Reason: To ensure the development appropriately accommodates for the local eco-system and seeks to enhance this where possible.

- 25 Prior to first occupation of the development hereby approved, details of a communal television aerial and satellite dish system linking to all residential units within the development shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details. No further television aerial or satellite dishes shall be erected on the premises.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- 26 Any plant shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such plant. All plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours.

INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at www.brent.gov.uk/CIL.
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website www.communities.gov.uk
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 The applicant is advised by the applicant to contact the Head of Highways & Infrastructure to arrange for the highway works to be undertaken. Such works are undertaken by the Council at the applicant's expense.
- 5 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. Such notification shall include photographs showing the condition of highway along the site boundaries.
- 6 The applicant is advised of the following by Thames Water:

Should the applicant subsequently seek a connection to discharge surface water into the public network in the future then we would consider this to be a material change to the proposal, which would require an amendment to the application at which point we would need to review our position.

A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 02035779483 or by emailing wwriskmanagement@thameswater.co.uk. Application forms should be completed on line via www.thameswater.co.uk/wastewaterquality.

The proposed development is located within 15m of our underground waste water assets and as such we would like the following informative attached to any approval granted. The proposed development is located within 15m of Thames Waters underground assets, as such the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes

or other structures.

Thames Water will require the points of connection to the public sewer system, for foul water, as well as the anticipated flow (including flow calculation method) into any proposed connection point. This data can then be used to determine the impact of the proposed development on the existing sewer system.

7 Network Rail advise the applicant of the following:

(1)

The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations.

(2)

If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail Asset Protection Engineer for agreement.

(3)

As the proposal includes works which may impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The applicant / developer should liaise directly with Asset Protection to set up the BAPA - AssetProtectionLNWSouth@networkrail.co.uk.

8 The applicant is advised of the following by the Environment Agency:

Japanese Knotweed

Japanese knotweed is recognised as controlled waste and therefore disposal off site requires to be handled under a Duty of Care. For these reasons, any soils removed from the site or new material brought in should be free of the seeds/roots/stem of any listed plant, i.e. within Schedule 9 of the Wildlife and Countryside Act 1981.

Strong Biosecurity protocols should be incorporated into construction methodologies. In particular, it would be expected to be within the Construction Management Plan, the Site Health, Safety, Welfare and Environmental Plan and any other related site Management Plans.

Biosecurity protocols must consider and manage all potential spread pathways relevant to the development phases, including clearance. This includes the management of Personal Protective Equipment (PPE), tools, plant and access tracks. If a wash down area is to be utilised, it should be positioned away from any surface water drains.

Landscape Management

An appropriate Landscape Management Plan covering the riparian zone and wetland habitat will help mitigate for the altered light availability as a result from this proposal.

The ecological enhancements that have been proposed will require this management plan to be in place to ensure the landscape provides a maximum benefit to both people and the environment as well as measuring the objectives of the proposal have been achieved.

The Thames River Basin Management Plan (RBMP) requires the restoration and enhancement of water bodies to prevent deterioration and promote their recovery.

Without this condition, the proposal's ecological impact may lead to deterioration of a water quality element to a lower status class due to inappropriate management of the riparian zone. The Wembley Brook is a supporting tributary of the Lower Brent waterbody (GB106039023590), which is categorised as a Heavily Modified Water Body.

Mitigation Measures relevant to the Wembley Brook (given its shared urban context and pressures) include:

- habitat creation,
- management of in-channel and riparian vegetation,
- implementation of bank rehabilitation/channel maintenance strategy or technique,
- removal and prevent further dispersal of invasive non-native species; and,
- preservation or restoration of habitats.

In addition to the above, artificial lighting disrupts the natural diurnal rhythms of a range of wildlife using and inhabiting the river and its corridor habitat, and in particular is inhibitive to bats utilising the river corridor. Any potential light spill from external artificial lighting into the watercourse or adjacent river corridor habitat, should be designed to minimise disturbance to wildlife utilising the river habitat. To achieve this the specifications, location and direction of external artificial lights should be such that the lighting levels within the riparian zone of the watercourse are maintained at background levels. The Environment Agency considers background levels to be a Lux level of 0-2.

Permitting

This development will require a permit under the Environmental Permitting (England and Wales) Regulations 2010 from the Environment Agency. We recommend that the applicant contacts 08708 506506 to discuss the issues likely to be raised.

The following will be required when designing and applying for the Environmental Permit (Flood Risk Activity);

- For introduced substrate; state gravel size(s), volumes and the source.
- Detail of methods used to secure the new bank profile, e.g. erosion control measures. It is recommended to investigate green engineering techniques and materials, although the applicant should be mindful of whether light availability and natural processes will be sufficient for successful establishment (including whether plant mix will offer decent all year round cover and protection).
- Erosion protection methods incorporated into designs; which ideally includes utilisation of marginal planting
- Planting species mix to be used should be native, of local genetic provenance. Suited to the catchment character – and also likely to success given the light availability.
- Timing of works, consideration for working around course fish spawning.
- Suitability of proposed temporary decking for construction.

- 9 The applicant is informed that the raised pedestrian bridge connecting the site to Wembley Point, which is identified as an indicative potential feature of the development on the plans, does not form part of this planning consent. A separate planning consent will be required for such a structure, which will be subject to consultation with the Environment Agency.
- 10 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 11 The Council recommends that the maximum standards for fire safety are achieved within the development.

Any person wishing to inspect the above papers should contact Toby Huntingford, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1903

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