



Planning Committee

Wednesday 12 August 2020 at 6.00 pm

This will be held as an online virtual meeting

Details on how to access the link in order to view proceedings will be made available online via the following link: [Democracy in Brent](#)

Membership:

Members

Councillors:

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

Substitute Members

Councillors:

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

Councillors

Colwill and Kansagra

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

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:

democracy.brent.gov.uk

Members' virtual briefing will take place at 5.00pm.

The press and public are welcome to attend this as an on online virtual meeting. The link to attend and view proceedings will be made available online via the following link: [Democracy in Brent](#)

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		1 - 10
APPLICATIONS FOR DECISION		
3. 20/0345 1 Morland Gardens, London, NW10 8DY	Stonebridge	15 - 70
4. 16/5244 St Nicholas Preparatory School, 22 Salmon Street, London, NW9 8PN	Welsh Harp	71 - 92
5. 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 9 September 2020

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LONDON BOROUGH OF BRENT

MINUTES OF THE PLANNING COMMITTEE

Wednesday 22 July 2020 at 6.00 pm

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

ALSO PRESENT: Councillor Neil Nerva .

Apologies for absence were received from Councillors Chappell (substitute Councillor Kennelly) and Mahmood.

1. Declarations of interests

None.

Approaches.

All Members declared that they had received emails relating to the planning applications for Lowther Road and Aneurin Bevan Court.

Councillor Denselow declared that he had attended a meeting of QPARA that discussed Ark Franklin Academy School.

2. Minutes of the meeting held on 10th June 2020

RESOLVED:-

that the minutes of the previous meeting held on 10th June 2020 be approved as an accurate record of the meeting.

2. Minutes of the last meeting held on 24th June 2020

RESOLVED:

That the minutes of the previous meeting held on 24th June 2020 be approved as an accurate record of the meeting.

3. 20/0762 Ex Marylebone Boy's School, 60 Christchurch Avenue, London, NW6 7BH

PROPOSAL:

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

RECOMMENDATION:

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

To GRANT planning permission subject to the prior completion of a legal agreement to secure the planning obligations set out within the report.

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

To grant planning permission subject to conditions and informatives set out within the Committee report.

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 report.

That the Head of Planning and Development Services 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.

Ms Paige Ireland (Planning Officer) introduced the report setting out the key issues and answered members' questions.

Mrs Hilary Collard (in remote attendance) objected to the proposed development for several reasons including the following:

- Too many schools already in the area
- Illegal parking and traffic infringements, congestion and inadequate on-site parking.
- Impact on road and pedestrian safety.
- A four-storey development could not be substantiated as the school was situated on a smaller plot area with a restricted access which would cause blockages as children entered and exited the main gate.
- Unreasonable noise nuisance, disrespectful to the area's residents.
- Insufficient trees

Mrs Janine Jardin (applicant in remote attendance) spoke in support of the application and answered Members' questions. She highlighted the following:

- The Trust was asked by Brent local authority to open The Avenue Special school to support Brent's increasing need for special school places. This would be both cost effective and environmentally sound as pupils would not have to be transported out of Brent to another borough.

- The Avenue school would be for a maximum of 104 pupils with Autism and complex learning difficulties who would receive high levels of support and care.
- The use of the outside spaces in small groups with a high ratio of pupils to teaching staff would reduce impacts of noise during the day.
- Most of the pupils would be dropped off by LA transport each morning and picked up at the end of the day within the site with up to 10 pupils arriving in the same vehicle. This arrangement would ensure minimal traffic impact on local residents.
- The school would offer local residents the chance to use its large halls, purpose built cafe, gym and grounds.
- The design of the proposed development would respect the residential amenity currently enjoyed by the neighbours.
- There would be lots of cycle storage space on site as staff would either cycle or use public transport to travel to work.
- The community engagement sessions that discussed the proposal had been highly positive.

In the ensuing discussions, Members raised questions around a number of issues including transport impact, air quality and landscaping. John Borrowes (Highways) confirmed that a travel plan would be implemented that would result in no car usage on the site. Members heard that the use of local authority buses with staggered system for pick up and drop off would further address the transport impact and that any issues arising would be dealt with via the travel plan. It was added that additional trees would be planted at the front of the site to increase visual amenity.

DECISION:

Granted planning permission as recommended.
(Voting on the recommendation was unanimous).

4. 19/4444 Unit 2, 2 Lowther Road and Units 3, 4 & 4A Lowther Road, Stanmore, HA7 1EP

PROPOSAL: Demolition of existing buildings and redevelopment of the site to provide a part -2, part-4 and part-6 storey plus basement development comprising self-contained residential units (use class C3) and commercial floor space (Use class B1c) together with associated private and communal space, car parking and cycle storage and public realm improvements (amended description) subject to Deed of Agreement dated xx xx 2020 under Section 106 of the Town and Country Planning Act 1990.

RECOMMENDATION:

That the Committee resolve to GRANT planning permission subject to:

1. Any direction by the Secretary of State pursuant to the Consultation Direction
2. The prior completion of a legal agreement to secure the planning obligations set out within the report.

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 report.

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 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 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 1990.¹²

Ms June Taylor (Principal Planning Officer) introduced the report setting out the key issues and answered Members' questions. She referenced the supplementary report which corrected the figures for employment floorspace and provided further context for the level of affordable housing proposed.

Ms Susanne Boodram (in remote attendance) objected to the proposed development on several grounds including the following:

- Detrimental effect on the character of the neighbourhood.
- Over-development of the site without adequate infrastructure.
- Potential for noise and disturbance.
- Overlooking to other properties.
- Loss of privacy.
- Obstruction to sunlight from garden and home.

Mr Giuseppe Cifaldi (agent, in remote attendance) addressed the Committee and answered Members' questions. Members noted the following submissions:

- The proposals would deliver a range of benefits; including design-led, high quality homes, and new workspace that would enhance both the employment and industrial capacity of the site.
- The site was located within an area designated within the new Local Plan for co-location of both industrial and residential uses.
- The existing units would be redeveloped to deliver more and better employment floor space with an enhanced industrial capacity resulting in the potential for more jobs from the site.

- The scheme had been designed to minimize impacts on surrounding properties and staggered at upper levels through a series of set-backs and recesses.
- There would be a 9-metre separation from the eastern boundary and 18m gap on the western edge in compliance with the Council's adopted design guidance.
- The development proposed 7 shared ownership homes. The Council's independent viability consultant had reviewed and confirmed that this was the maximum viable amount. In addition, a late stage review to determine whether any more affordable homes could be delivered at a later date had been agreed.
- Highways officers had reviewed the car parking and servicing strategy for the development and considered it acceptable.
- The development would not add to local traffic or on street parking.
- As a car free development the s106 agreement would ensure that new residents would not be to apply for parking permits on Lowther Road.
- The applicant's contribution towards the implementation of the CPZ would ensure that parking along Lowther Road would be managed when the development was completed.

Officers then responded to members' questions in respect of employment space provisions, affordable housing and the independent viability assessment coupled with late stage reviews, and daylight and sunlight assessment. Officers added that due to the separation distance there would be no discernible impact or overlooking to the properties in Turner Road.

DECISION:

Granted planning permission as recommended.
(Voting on the recommendation was unanimous).

5. 20/0568 Aneurin Bevan Court Garages, Coles Green Road, London

PROPOSAL:

Demolition of garages and erection of a three storey building comprising 9 self-contained flats; provision of waste storage, car and cycle parking with amenity space and associated landscaping

RECOMMENDATION:

To grant planning permission subject to conditions and informatives.

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.

Ms Paige Ireland (Planning Officer) introduced the report, setting out the key issues and answered Members' questions. She drew Members' attention to an amendment to condition 2 as set out within the supplementary report.

Mrs Neela Goyal (objector, in remote attendance) raised a number of issues and answered Members' questions, including the following:

- The current drying area was a hotspot for anti-social activity as it was being used to store stolen scooters, bikes, drinking, fly tipping and rubbish disposal.
- Loss of privacy and overlooking to her kitchen area and she requested additional hedge planting.
- Requested a gate on the exit leading to Coles green road to prevent non residents walking through the area and to prevent thoroughfare.
- Requested scooter parking spaces with one for her husband.

Mr Ranjith Wijesinghe (objector, in remote attendance) raised several issues including the following:

- Health and safety concerns and lack of a number of environmental and health and safety report as listed in his submitted statement.
- Lack of adequate infrastructure relating to the existing sewer system and highways for safe habitable environment to the existing occupants.
- The proposal would contravene a number of planning policies as set out in his statement.
- The proposal would affect the value of existing houses in the area.

In responding to issues raised above, Mr Gerry Ansell (Head of Planning) advised the Committee that adequate environmental controls were in place to address the planning related matters raised. As most of the issues were outside of the planning regime officers offered to signpost the objector to the appropriate departments.

Kerry Csuka (agent, in remote attendance) submitted the following in support of the application:

- The redevelopment of the under-utilised brownfield site would provide 9 new homes for genuinely affordable London Affordable Rent, significantly exceeding policy requirements homes and supported by planning policy.
- The design of the proposed 3-storey building with flat roof and projected balconies would respect the scale of the existing Aneurin Bevan Court buildings.
- The proposal would protect the privacy and amenity of neighbouring properties with an 18-metre separation distance between all habitable room windows at Aneurin Bevan Court.
- The submitted daylight and sunlight report confirmed that neighbouring properties would retain acceptable levels of daylight, sunlight and outlook with the proposal in place.

- The proposal would provide high-quality living standards with all homes exceeding minimum internal space standards and benefitting from private amenity space in the form of a ground floor garden or balcony.
- The proposed level of car parking fully complied with Brent's maximum parking standards.
- 28 trees were proposed to be planted as part of a comprehensive landscaping and tree replacement strategy to replace the 9 low quality trees to facilitate the proposed development, an approach supported by the Council's Tree Officer.
- Over 2,300 sqm of communal amenity space would be retained and enhanced, through the provision of a new drying area, new planting and pathways both within the courtyard area and along the estate frontage.

In the ensuing discussions, Members took note of the comprehensive advice by Mr Lawrence Usherwood (Principal Tree Officer), officers' advice to signpost the other objectors to the appropriate department and the fact that recommended conditions would address the planning related matters. The provision of disabled parking spaces and the amount of external amenity space were discussed. Members were in agreement with the request for additional screen planting, installation of gates to every exit and the provision of disabled car parking space.

DECISION: Granted planning permission as recommended as amended in condition 2 (approved plans) to include the revised drawings, as set out within the supplementary report, additional conditions for additional screen planting, installation of gates to every exit and the provision of disabled car parking space. (Voting on the amended recommendation was unanimous).

6. 20/1188 Ark Franklin Primary Academy, Harvist Road, London, NW6 6HJ

PROPOSAL:

Erection of single storey art studio building

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 report.

That the Head of Planning and Development Services 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 Area Team Leader) introduced the report, highlighting the key issues and answered Members' questions.

Councillor Nerva (ward member, in remote attendance) spoke in support of the application adding that it would greatly benefit the community, but expressed concern regarding the lack of pre-application consultation.

Mr Richard Johnson (objector, in remote attendance) spoke on behalf of Queens Park Area Residents' Association (QPARA) and whilst he acknowledged the need for an art studio raised several concerns including the following:

- The appropriateness of the construction materials to withstand the weather over time so that it would detract from the character of Queens Park Conservation Area.
- The height and position of the proposed building could adversely impact the conservation area and vistas to the school.
- Inadequate location for the proposed building.

Ms Janine Ryan (Executive Head) and Mr Andy Martin (Agent) in remote attendance addressed the Committee. Members noted the following from Ms Ryan's statement read out to the meeting:

- The studio would be located in the playground adjacent to the gate on Harvist Road, allowing ease of access after-hours to community groups.
- The construction materials and the design would preserve and enhance the Conservation Area status.
- Additional planting was proposed to enhance the area.

In response to Members' questions, Mr Martin stated that 345 of Franklin's parents and local residents completed a survey in support of the art studio and that the proposal followed the feedback received at the pre-application stage.

Following Members' questioning, officers submitted that the Council's own consultation complied with legislation and its Statement of Community Involvement (SCI) and that information supplied had indicated that the construction materials would be weather resistant, given normal maintenance to resolve any wear and tear. Officers added that although they could not recommend a condition on maintenance, the Council had enforcement powers if the look of the proposed building became unsightly. Officers highlighted the importance of the quality of the materials and highlighted that details would be secured through condition.

DECISION: Granted planning permission as recommended.
(Voting on the recommendation was unanimous).

7. 19/1388 Claremont High School, Claremont Avenue, Harrow, HA3 0UH

PROPOSAL:

Construction of an additional floodlit artificial grass sports pitch and cricket practice facility with incorporated batting cages, installation of 12 floodlights, erection of high boundary fences with associated gates, formation of pedestrian access stairs and ramp.

RECOMMENDATION:

To defer the application to a later planning committee meeting.

Officers informed the Committee that it had come to light that some of the supporting documents were not available to view on the public web site. The deferral would therefore allow re-consultation to be undertaken and any further comments to be considered.

DECISION: Deferred to a later planning committee meeting.

8. Any Other Urgent Business

None.

The meeting closed at 8.42 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

12 August, 2020
03
20/0345

SITE INFORMATION

RECEIVED	3 February, 2020
WARD	Stonebridge
PLANNING AREA	
LOCATION	1 Morland Gardens, London, NW10 8DY
PROPOSAL	Demolition of existing buildings and erection of a new mixed use building ranging in height from two to nine storeys, to provide new homes (Use Class C3), affordable workspace (Use Class B1), new further education college (Use Class D1), with associated amenity areas, public realm improvements, car and cycle parking and refuse/recycling stores.
PLAN NO'S	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_148761</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 "20/0345" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:
 1. Time Limit for commencement (3 years)
 2. Approved drawings/documents
 3. 100% London Affordable Rent units to be secured
 4. Removal of C4 permitted development rights for the flats
 5. Parking spaces, cycle store facilities and refuse to be laid out prior to occupation
 6. EVCP to be secured
 7. No outward opening doors onto highway
 8. Water consumption to be limited in line with regulations
 9. Wheelchair Accessible Units to be secured
 10. A communal satellite/aerial to be provided so as to prevent multiple satellite dishes
 11. Parking permit restriction to be secured
 12. Specific balcony and communal roof terrace elevations to be screened for privacy
 13. Ecological mitigation measures to be secured
 14. Drainage strategy measures to be secured
 15. Wind mitigation measures to be secured
 16. Tree protection measures to be secured
 17. Workspace and residential travel plan measures to be secured
 18. Considerate Constructors' Scheme membership to be joined
 19. Construction method statement to be submitted
 20. Construction logistics plan to be submitted
 21. Non-road mobile machinery
 22. Air Quality measures to be secured
 23. Land contamination and remediation report to be secured
 24. Sound insulation and noise reduction measures to be submitted
 25. Full details of landscaping strategy (including green roofs) to be submitted, including planting of street trees
 26. Bus contribution to be secured via MoU
 27. CPZ contribution to be secured via MoU
 28. Playspace contribution to be secured via MoU
 29. Connection to future District heating Network to be submitted
 30. Nominations Agreement to be submitted
 31. Car park management plan to be submitted
 - 32.** Community Use and Access Plan to be submitted

33. Affordable Workspace Management Plan to be submitted
34. Surface water upgrade plan to be submitted
35. Piling method statement to be submitted
36. College travel plan to be submitted
37. Material samples to be submitted
38. Training and Employment Plan to be submitted
39. Highways works to be agreed/ s38 and s278 agreement Piling method statement to be submitted
40. Post completion Energy Assessment review and final carbon offsetting contribution
41. Delivery and Servicing Management plan to be submitted
42. Record of locally listed building produced and evidence submitted
43. Plant noise levels to be limited

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
 7. Fire safety advisory note
 8. Utilities and infrastructure notified
 9. 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

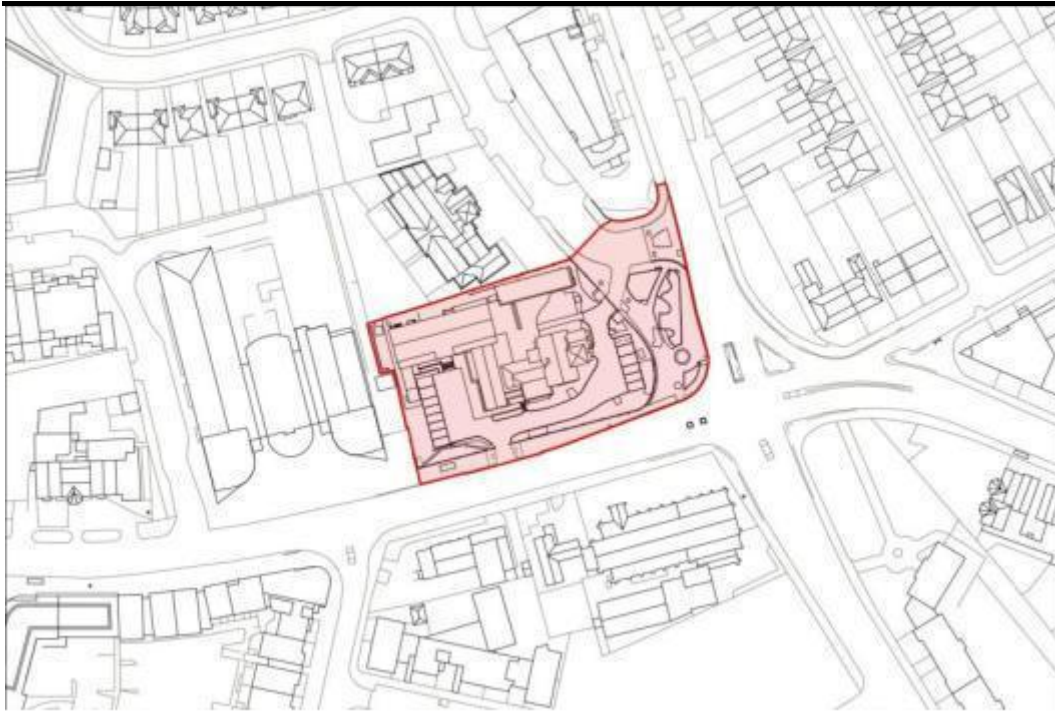


Brent

Planning Committee Map

Site address: 1 Morland Gardens, London, NW10 8DY

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This map is indicative only.

PROPOSAL IN DETAIL

The application proposes the re-development of the site, demolishing the existing locally listed building and replacing with a building ranging from two storeys, to the west of the site fronting Hillside, to a maximum of nine storeys on the eastern corner, closest to Brentfield Road. The proposals would re-provide an adult education facility (Class D1) at ground floor level, while also providing 750 sqm of affordable workspace (Class B1) at lower ground floor level, and 65 affordable homes on upper levels. A breakdown of the proposed floorspace, and a comparison with the existing floorspace, is provided in the table below:

Floorspace (GIA) by use	Existing (sq.m)	Proposed (sq.m.)	Change (sq.m.)
Further education college (Class D1)	1,630	2,651	+1,021
Affordable workspace (Class B1)	0	750	+750
Residential (Class C3)	0	6,141	+6,141
Total	1,630	9,542	+7,912

The 65 affordable homes would all be made available at a London Affordable rent, and the proposed mix would be 26 x 1-bed, 18 x 2-bed, 10 x 3-bed, 7 x 4-bed and 4 x 5-bed units. All dwellings would meet Nationally Described Space Standards, and would have access to both private and communal amenity space.

The proposals would also involve the provision of a new area of public realm to the Brentfield Road elevation, next to the new main entrance to the college at street level. The entrances to two distinct workspace units are located along Hillside, with entrances to both main residential cores also along Hillside.

The proposals would also involve the provision of cycle and refuse parking, with associated hard and soft landscaping to the new public realm and along Hillside, as well as to communal gardens to the residential units. Nine parking spaces are proposed at lower ground floor level, with seven of these disabled parking spaces for residential users, and the remaining two designated for the re-provided college.

EXISTING

The site, also known as The Stonebridge Centre, is located to the south of the borough, and sits in the north-west corner of the crossroads of Hillside and Brentfield Road. The site is 10 minutes' walk north-west from Harlesden High Street. The building is currently occupied by the Brent Adult and Community Education Service and Victim Support, and has a D1 use. The building is locally listed, although it has been the subject of a number of significant extensions and external alterations since it was constructed in the 1880s. Nevertheless, the Victorian core remains and it is considered to make a positive contribution to the townscape and the character of the local area.

The Stonebridge area is predominantly residential, with architectural styles ranging from Victorian terraces to the east, post-war apartment blocks to the north, and more modern developments further west along Hillside. To the immediate north, No.2 Morland Gardens is of a similar style and design to The Stonebridge Centre, and has been converted into 18 residential flats. To the west of the site is 1-7 Hillside, an apartment block completed in 2009, which connects to the Brent Hub Community Enterprise Centre. The remaining sides are bounded by two main roads (Hillside and Brentfield Road). Across the road, directly south of the site is St Michael & All Angels Church, a late nineteenth century church well-used by the local community.

The existing building is set back from the main road, behind an area of planting, and a car park that wraps around the perimeter of the building. A community garden is located on the eastern edge of the site. The site is highly accessible, with a public transport accessibility level (PTAL) of 4. The nearest stations are Harlesden Overground station, which is 10 minutes' walk south of the site, and Stonebridge Park underground station which is only 20 minutes' walk.

AMENDMENTS SINCE SUBMISSION

Revisions and additional information were submitted in June 2020 in order to address issues raised by Council officers and the Greater London Authority (GLA) following feedback during the initial consultation stage. The principal changes / additional information submitted can be summarised as follows:

- The submission of a Heritage Impact Assessment (Lichfields) following comments received from the Council's heritage officer;
- Alterations to the servicing arrangements, with a new turning head and widened access from Morland Gardens, rather than Hillside, for refuse vehicles, and alterations to the access ramp arrangement to this elevation;
- Improvements to both long-stay and visitor cycle parking facilities, including more spaces overall, better access aisles and improved provision for non-standard cycles (e.g. cargo bikes);
- Improvements to soft landscaping areas, allowing for more intensive green roof planting which in turn increases the Urban Greening Factor.

A 21-day re-consultation exercise was undertaken following receipt of these amendments and further information.

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.

- 1. Objections from adjoining neighbours, resident amenity groups and local councillors:** 603 properties were consulted on the proposal. In response, 48 objections were received from adjoining occupiers and interested parties, as well as two further petitions on behalf of the Willesden Local History Society. Concerns are summarised as the loss of the locally listed building and the associated heritage impacts, increased parking pressures and traffic from the proposed residential development and increased activity associated with the college and workspace, traffic congestion and servicing, scale and height of the proposed building, and amenity impacts to adjoining properties.
- 2. Loss of the locally listed building and heritage impacts:** A significant number of objections have been received from local residents, interested parties and heritage groups including the Victorian Society and the Local Willesden History Society regarding the loss of the non-designated heritage asset. The council's heritage officer acknowledges that the demolition of the building would be highly regrettable, resulting in the loss of a non-designated heritage asset which makes a positive contribution to local townscape and the character of Stonebridge. However, officers consider that the replacement building delivers substantial social and economic benefits, most notably the provision of a much improved adult education facility, and 65 genuinely affordable homes for people in the Borough. This is considered to significantly outweigh the harm caused by the loss of the locally listed building, and meets the relevant tests of the NPPF in this regard.
- 3. Design of replacement building:** The proposed building would be a maximum of 9 storeys high, which is considered to be appropriate for the context of the site, despite not strictly being in accordance with the requirements of SPD1 with regard to its tall buildings strategy. The building is considered to be of an exceptional design, which would significantly enhance the character and appearance of the surrounding area. Its architecture is based on a comprehensive understanding of the features and history of both the site and its context. The proposed building would strongly define the corner of the site at a prominent junction, improving on the existing relationship which pulls away from the street edge. It would result in stronger presence closer to the main frontage, and importantly would improve a currently uninviting public realm on this part of Brentfield Road. The proposed replacement building is considered to be exemplary in its design, character and appearance, improving the townscape and streetscape at a prominent junction, and in doing so provides a further environmental public benefit which weighs against the loss of the non-designated heritage asset. Even were members to disagree with Officers view on the quality of the replacement building and its positive contribution to the townscape, the social and economic benefits are considered to significantly outweigh the harm caused by the loss of the locally listed building.
- 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 meets Brent's standards, with a very high quality and variety of external communal space provided to future occupiers. There would be some under-provision in terms of GLA playspace standards for older children, however there is considered

to be sufficient alternative open space within the surrounding area to mitigate this shortfall.

5. **Neighbouring amenity:** Although there would be some impacts to neighbouring residential properties in terms of loss of light and outlook, a BRE daylight and sunlight study confirms these would be minor breaches of the Council's SPD1 guidelines for protecting light and outlook to neighbours. The proposal would have a higher level of impact on some windows and rear gardens of properties to the immediate north (2 Morland Gardens) and west (2-8 Hillside). However, the level of impact is not considered to be unduly detrimental given the separation distances maintained and general high level of compliance given the urban nature of the scheme. 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.

6. **Highways and transportation:** The scheme is to provide suitable provision of car and cycle parking and will encourage sustainable travel patterns, with an undertaking to secure a parking permit restricted scheme for future occupiers.

7. **Environmental impact, sustainability and energy:** The measures outlined by the applicant achieve the required improvement on carbon savings within London Plan policy. Subject to appropriate conditions, the scheme would not have any detrimental impacts in terms of air quality, land contamination, noise and dust from construction, and noise disturbance to future residential occupiers from the neighbouring main roads, as well as between the differing uses of the building.

RELEVANT SITE HISTORY

93/1429

Full Planning Permission

Granted (subject to conditions) 12/01/1994

Conversion of Services Rendered Club into Adult Education Centre for Brent Council

CONSULTATIONS

Public Consultation

First consultation stage: February 2020

A total of 603 addresses within Hillside, Craven Park, Hilltop Avenue, Hillside, Beames Road, Emerald Road, Knatchbull Road, Bruce Road, Shakespeare Road, Brentfield Road, Morland Gardens, Stonebridge Park and Fawood Avenue were initially notified of the development on 07/02/2020.

A Site Notice was displayed 07/02/2020

A Press Notice was published 06/02/2020.

A total of 48 written objections were received to the proposals at this stage, from adjoining residents and interested parties. The grounds for objection can be summarised as follows:

Comment	Officer response
Proposals would result in the loss of an important heritage asset in the Borough, therefore detracting from local townscape and the character of this part of Stonebridge, and therefore proposals would be contrary to Policy DMP7 and NPPF	See paragraphs 28- 57
Proposals represent an overdevelopment of the site	The principle of development is considered within paragraphs 1-19 of the report. However the sections on urban design (paras. 60-79), impact on neighbouring amenity (paras. 80-108) and the quality of residential accommodation provided (paras. 109-131) are relevant in setting out how the quantum of

	development is appropriate in this location.
Lack of clarity on workspace provision	See paragraphs 8 – 14
Lack of clarity on affordable housing / social rent housing provision	See paragraphs 20 – 23
Another community centre not needed	For clarity, the proposals do not involve the creation of a community centre, but the re-provision of an adult education facility (D1) and provision of affordable workspace (B1).
Proposals would result in the loss of open space around the site	See paragraphs 70-71 for discussion on improvements to public realm
Loss of daylight and sunlight to adjoining properties from proposed development	See paragraphs 78-94
Proposals would result in increased traffic and parking pressures within local streets, and cause concerns around pedestrian and highways safety	See paragraphs 130-160
Proposals would result in an increase in noise and anti-social behaviour	The development has been designed with SBD principles in mind and there are not considered to be any specific concerns in this regard. See paragraphs 163-169 for noise considerations.
Proposals would result in increased refuse and litter generation	It is not considered that the proposals would directly result in any increase in additional litter generation given the existing building is being used as a college. Refuse arrangements for the proposed uses are considered acceptable.
Lack of local infrastructure to support proposed additional residential flats	The application site has a good PTAL rating with access to amenities and key local services, in an area with a predominantly residential character. There are not considered to be any reasons to suggest local infrastructure capacity could not support additional residential homes here.
Increase in health concerns as a result of the proposed development	See Environmental Health considerations section of report (paragraphs 60-70) regarding issues of noise, air quality impacts etc.
Proposed increase in housing density should not be allowed given the current Covid-19 pandemic	There are not considered to be any material planning reasons why the Covid 19 Pandemic could not be managed in a block of this nature in the same way as many other blocks across the borough. The principle of residential development and quality of accommodation is discussed within the main sections of the report.
Lack of proper participation and consultation among the local community regarding the proposals	The level of consultation with local stakeholders and interested groups as been set out within the Statement of Community Involvement section of the report.
Impacts on service charge costs and ground maintenance	This is not considered to be a material planning consideration on which permission could reasonably be refused.

An e-petition was also registered on the Council's website between February and April 2020, under the title 'Save an historic Stonebridge landmark'. The petition states the following:

'We, members of Willesden Local History Society, and the local community, petition Brent Council to prevent the demolition of the Victorian villa at 1, Morland Gardens, NW 10, during the redevelopment of the facilities on the site.'

The Victorian building, presently home to the Stonebridge Centre for Adult Education, is one of only two villas, that have survived the developments in the Stonebridge Park Estate, built in 1876, and designed by the important architect H.E.Kendall jr. The house is in the Italianate style popular in the mid-19th century. We should not lose this heritage asset, locally listed, and a valuable part of the Stonebridge scene. This is especially relevant during 2020, when Brent should be leading the way as "Borough of Culture".

The e-petition was signed by 330 people.

An additional written petition with 36 signatures has also been received, from Willesden Local History Society. This petition has been raised on the same grounds as the e-petition outlined above.

A detailed set of comments objecting to the application has been made by the occupier of No. 69 Crundale Avenue. The grounds for objection are summarised as follows:

NB The points below form a summary of a more detailed objection, which is available to view on the Council's website.

- Although the existing building is a 'non-designated heritage asset', it requires special consideration as set out within the NPPF and Brent's Local Plan;
- Lack of heritage statement submitted in conflict with Local Plan and NPPF policies;
- Disputes 'significance' score given to building by the Council within its Local List;
- The Historic Building Assessment submitted fails to make a thorough assessment of the building's significance;
- Proposals are in clear conflict with Policy DMP7 of the Local Plan – see detailed comments within the main objection which sets out the reasons why this is considered to be the case;
- The online and paper petitions submitted by Willesden Local History Society, signed by over 365 Brent residents, are evidence of the value that local people place on 1 Morland Gardens, and the petition is a material consideration which should be drawn to the attention of Planning Committee;
- Example of the Willesden Green Library building shows that locally listed buildings can be re-developed and brought back into viable use without being demolished;
- Proposals would result in a loss of open space on the Brentfield Road elevation, contrary to Policy CP18 of the Council's Core Strategy;
- Loss of street/ townscape views of 2 Morland Gardens as a result of the replacement building;
- Proposals would introduce new residential units in an area of poor air quality;
- If permission is to be granted, recommends a condition that the applicant should work co-operatively with Willesden Local History Society and Brent Museum & Archives to produce a record of the history of 1 Morland Gardens, and its place in the origins and history of Stonebridge Park.; and, a permanent display of that history material should be provided, at the applicant's expense, as part of the development, so that it can be easily seen by the public.

Officer comments: *The comments raised above are all considered to be addressed within relevant sections of the main body of the report, and in particular within the heritage considerations. Officers have recommended a condition requiring work around preserving the heritage of the existing building, as referred to in point 30.*

The Victorian Society have also objected to the application, commenting on the merits of the locally listed building and stating they consider there to be insufficient justification put forward for its loss, and greater

efforts should be made to retain it.

One comment in support of the application was also received, on the grounds that the proposals would be a great development to the area, which has a strong need for new homes, college, and café place, which would bring opportunities to all living in the area.

Re-consultation on revised proposals: June 2020

A further 21-day consultation exercise was undertaken in June 2020, with all those initially notified and those commenting during the first round of consultation sent letters notifying them of revised drawings and additional information provided. A further 13 letters of objection were received to the proposals from adjoining residents, as well as further comments received from the Victorian Society. These re-iterated concerns raised during the initial consultation stage, predominantly on the issue of harm caused by the loss of the locally listed building. The findings of the heritage impact assessment submitted by the applicants as part of the revised proposals, have been questioned by a number of those who have provided further comments.

The occupier of 69 Crundale Avenue has provided further detailed comments on the scheme, particularly in light of the Heritage Impact Assessment which was submitted as part of the revised scheme, but also regarding other issues. The comments raised are summarised as follows:

NB The objector includes a number of historic images/ visuals of the building which are not provided within the report, but can be found within the original submission, which is available to view on the Council's website.

- Proposed site has a site allocation within the draft Local Plan with an indicative capacity of 60 units – at 65 homes, as well as a new college and affordable workspace, the proposals would represent an over-development of the site;
- Proposed height and scale of building contrary to draft Local Plan, not located in an area of intensification or where tall buildings should be sited;
- Loss of locally listed building contrary to draft Local Plan which seeks to preserve the borough's historic buildings;
- Heritage Impact Assessment's conclusions inaccurate and should be treated with caution. The comments then go on to set out in detail why the HIA is inaccurate, covering the following main areas/ headings:
 - (a) Historic development of Stonebridge
 - (b) The general significance of this locally listed heritage asset
 - (c) Authenticity
 - (d) Historic significance
 - (e) Architectural significance
 - (f) Townscape significance
 - (g) Summary of Significance
 - (h) Wider Historic Environment
 - (i) Effects of the proposal on significance
 - (j) Concluding remarks

Officer comment: These comments are considered to be addressed within relevant sections of the main body of the report.

The Victorian Society have also provided further comments on the application. These state that previous concerns have not been assuaged by the revised scheme, and additional concerns have been raised by the conclusions raised within the applicant's heritage impact assessment. They are particularly concerned that it concludes the building is of low architectural and historical importance, despite the evidence and further information provided by Prof. Geraghty regarding Kendall and this specific example of his work.

Officer comment: These comments are considered to be addressed within the heritage section of the main body of the report.

Finally, one further comment in support of the application was also received, on grounds of the proposals providing affordable housing, a replacement college and employment generating workspaces. The commenter also points to the location being appropriate for intensification. However, the commenter also requests that quality materials and final appearance to the replacement building are secured, with appropriate hard surfacing materials provided where necessary.

Officer comment: The comments on materials, final appearance etc are addressed in more detail within the design section of the main body of the report.

Statutory/ External Consultees

Greater London Authority (Stage 1 response):

The GLA has commented on a number of strategic issues raised by the scheme, which are summarised as follows:

Principle of development: The proposed residential-led mixed use development is strongly supported in principle. The replacement further education facility is strongly supported, subject to measures to ensure continued operation. Further information on the provision of the affordable workspace is required.

Housing: 100% affordable housing, all of which would be social rented, is strongly supported and eligible for the Fast Track Route. A contribution towards off-site play space must be secured.

Urban design and heritage: The proposed density, height and massing, and architecture are supported. The applicant should demonstrate that the public realm can accommodate the entry, egress and emergency assembly of students safely. The impacts of noise from the development on neighbouring and on site residential uses should be considered and mitigation measures proposed. The applicant should provide a fire evacuation lift within each building core. The loss of the locally listed building is acceptable given the overall scheme benefits.

Transport: Further information on how the scheme accords with the ten Healthy Streets indicators is required. The proposed servicing arrangements should be reconsidered. The level of cycle parking should be increased and meet London Cycling Design Standards. A Construction Logistics Plan and Delivery and Servicing Plan should be secured by condition; Travel Plans should be secured in the S106 agreement.

Further information on inclusive design, energy, air quality, urban greening and biodiversity is required.

Officer comments: The issues raised are considered to have been satisfied during the course of the application, following receipt of revised drawings and additional information, or can be dealt with by specific conditions. These are considered in more detail within the relevant sections of the main body of the report.

Transport for London (Spatial Planning)

No initial objections, but further information required on the following issues:

- Information is required regarding the assessment and contributions towards Healthy Streets and Vision Zero.
- Access arrangements for pedestrians and cyclists require clarification.
- Servicing arrangements are currently not acceptable in line with Intend to Publish London Plan Policies T2 and T7.
- Car parking provision needs to be reconsidered to accord with Intend to Publish London Plan Policy T6.5.
- Applicant must provide cycle parking in accordance with Intend to Publish London Plan minimum standards and the LCDS.
- Applicant must provide a detailed assessment of impacts on the local public transport network.

Officer comments: The issues raised are considered to have been satisfied during the course of the application, following receipt of revised drawings and additional information. These are considered

in more detail within the highways and transport section of the main report.

Thames Water

No objection subject to a condition requiring confirmation that sufficient surface water network upgrades have been implemented before any of the flats are occupied, and informatives relating to the proximity of the development to underground wastewater assets.

London Fire Brigade

No objections raised, recommendations given regarding the use of sprinkler systems in the proposed development, which have been indicated within the applicant's fire strategy.

Internal consultation

Local Lead Flood Authority

No objections. The site is within a fluvial and surface water flood zone 1, additionally the site has no historic flooding events on record. The overall proposed discharge for surface water has a significant reduction of 77% to the current which will have a significant reduction in overall capacity to the surface water system, in turn lowering the flood risk.

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, and contaminated land. See detailed considerations section of report for further comments on these issues.

Statement of Community Involvement

The applicant's Design and Access Statement sets out the public consultation and level of engagement undertaken before submitting the application, as required through the Localism Act (2011). Four consultation events were carried out between 2nd April and 17th May 2019, all taking place at the existing Stonebridge Centre. The first of these concentrated on the re-provision of the college, and focused on current staff and students of the College. Further consultation events were aimed at Stonebridge residents and local stakeholders, including local history and heritage groups.

These consultation events are considered appropriate to the scale of the development and reflect the recommended level of pre-application engagement set out in Brent's Statement of Community Involvement.

POLICY CONSIDERATIONS

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires that the determination of this application should be in accordance with the development plan unless material considerations indicate otherwise.

The development plan is comprised of the London Plan 2016, Brent Core Strategy 2010 and Brent Development Management Policies 2016.

Material Considerations include the NPPF, the PPG and the Mayor's and Council's Supplementary Planning Guidance.

Key policies include:

Regional

London Plan 2016

- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young people's play and informal recreation facilities
- 3.8 Housing choice
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 5.2 Minimising carbon dioxide emissions

5.3 Sustainable design and construction
5.7 Renewable energy
5.9 Overheating and cooling
5.10 Urban greening
5.13 Sustainable drainage
5.14 Water quality and wastewater infrastructure
6.9 Cycling
6.13 Parking
7.2 An inclusive environment
7.4 Local character
7.8 Heritage assets and archaeology
7.14 Improving air quality

Local

Brent Development Management Policies 2016

DMP 1 - General Development Management Policy
DMP 7 - Brent's Heritage Assets
DMP 8 - Open Space
DMP 9a - Managing Flood Risk
DMP 9b - On Site Water Management and Surface Water Attenuation
DMP 12 - Parking
DMP 13 - Movement of Goods and Materials
DMP 14 – Employment Sites
DMP 15 - Affordable Housing
DMP 18 - Dwelling Size and Residential Outbuildings
DMP 19 - Residential Amenity Space

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
CP19 - Brent Strategic Climate Change Mitigation and Adaptation Measures
CP 21 - A Balanced Housing Stock
CP 23 - Protection of existing and provision of new Community and Cultural Facilities

Brent Supplementary Planning Guidance Documents

Brent Supplementary Planning Guidance:
SPD1 Design Guide for New Development

Also of relevance is the Council's 'Locally Listed Heritage Assets in Brent' document, dated January 2020.

The draft London Plan has been subject to an Examination in Public and an "Intend to Publish version" has now been published. This now carries greater weight in the assessment of planning applications.

The council is currently reviewing its Local Plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. At its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. Therefore, having regard to the tests set out in paragraph 48 of the NPPF it is considered by Officer's that some weight can now be applied to policies contained within the draft Brent Local Plan but the degree of weight must reflect that fact that there are un resolved objections to a number of the relevant policies.

Key relevant policies include:

Draft London Plan (intend to publish version) 2019

Key policies include:

D4: Delivering good design
D6: Housing quality and standards
D8: Public realm
D9: Tall buildings
D12: Fire safety
H1: Increasing housing supply
H4: Delivering affordable housing
H10: Housing size mix
S3: Education and childcare facilities
E3: Affordable workspace
HC1: Heritage conservation and growth
T2: Healthy Streets
T4: Assessing and mitigating transport impacts
T5: Cycling
T6: Car parking

Brent's Local Plan

Key policies include:

BP5: South
BD1: Leading the Way in Good Urban Design
BD2: Tall Buildings in Brent
BH1: Increasing Housing Supply in Brent
BH5: Affordable Housing
BH6: Housing Size Mix
BH13: Residential Amenity Space
BSI1: Social Infrastructure and Community Facilities
BE1: Economic Growth and Employment Opportunities for All
BG12: Trees and Woodlands
BHC1: Brent's Heritage Assets
BT2: Parking and Car Free Development

DETAILED CONSIDERATIONS

Principle of development

Re-development/ re-provision of a Further Education College

1. Policy CP23 of the Council's Core Strategy seeks to protect existing community and cultural facilities such as the existing college, as well as providing new facilities. This is reinforced by Policy BSI1 (Social Infrastructure and Community Facilities) of the emerging Local Plan, which looks to support new or enhanced social infrastructure facilities, including the consolidation of existing facilities, where the following criteria are met:
 - a) easily accessible by public transport, walking and cycling, preferably in town centres or Growth Areas;
 - b) located within the community they are intended to serve;
 - c) provided in flexible and adaptable buildings;
 - d) ideally co-located with other social infrastructure uses; and
 - e) maximising wider community benefit, through if necessary, requiring formal community use agreements.
2. At a regional level, Policy 3.16 of the London Plan, and Intend to Publish London Plan Policy S1, identify that additional and enhanced social infrastructure provision is required to meet the needs of London's growing and diverse population. London Plan Policy 3.18 and Intend to Publish London Plan Policy S3 seek to ensure a sufficient supply of good quality education facilities to meet demand and offer choice.
3. As set out within the applicant's submission, the principal driver of the scheme is the enhancement and re-provision of a high quality further education college on the site. The existing building has been the subject of significant alteration and piecemeal extensions over time, which has resulted in an irregular and largely dysfunctional layout, with teaching spaces on different levels and difficult for disabled and wheelchair users to use easily. The building also largely consists of smaller classrooms and office

spaces, with no main central space for lectures or events catering for larger groups.

4. The new college space would be consolidated at ground floor level, and at 2,651 sqm would represent a 60% increase in the size of the college. At its heart is a new double-height, multi-functional space (providing connectivity between the college and the affordable workspace) which is directly accessed from the enlarged entrance onto Hillside. The new ground floor space would be logical and legible, with distinct areas for classrooms, I.T., arts/crafts workshops, a new library and hall, as well as consolidated staff areas and meeting rooms.
5. In terms of meeting the tests of emerging policy BSI1, the site has a PTAL of 4 and is therefore well accessed by public transport, walking and cycling. There is clearly a local need which would be retained and improved upon, with the applicant stating that there would be 250 students enrolled on average at any one time. The applicant has also confirmed that the café would be open to the public, and has agreed to ensure that the facilities can be used to hold meetings and other events for local community groups. Officers have proposed a condition requiring a community use and management plan to be submitted and approved before the college use begins, to capture this wider community benefit.
6. The Greater London Authority (GLA) has confirmed that the principle of the proposed replacement educational use with enhanced facilities on this site is strongly supported, making the best use of public land to provide enhanced social infrastructure, and therefore compliant with Intend to Publish London Plan Policy S1. The applicant has addressed outstanding issues regarding the number of future students on the site (which has been clarified as 250 at any one time), and that all existing teaching facilities will continue at the nearby former Stonebridge Day Centre on a temporary basis, while the site would be re-developed.
7. On this basis, officers consider that the proposals accord with Policy CP23 of the Council's Strategy, Policy BSI1 of the emerging Local Plan, as well as policies 3.16 and 3.18 of the London Plan, and S1 and S3 of their Intend to Publish document.

Affordable workspace

8. Policy DMP14 of the Council's Local Plan encourages the continued provision of employment sites in order to encourage appropriate mixed use environments and local employment generation, reinforced by Policy BE1 of the emerging Local Plan which focuses on economic growth and employment opportunities for all. With particular regard to affordable workspace, the Mayor's Intend to Publish London Plan Policy E3 sets out defined circumstances for the provision of affordable workspace, which is let at sub-market levels. This states that such workspace should serve a specific social, cultural and economic development purpose. Furthermore, affordable workspace should be provided in areas identified in a local Development Plan Document where cost pressures could lead to the loss of affordable workspace or where such workspace would sustain a mix of business or cultural uses which contribute to the character of an area.
9. The site is not located within one of the key Growth Areas identified in the emerging Local Plan document, where affordable workspace is expected to be prioritised. However, the current site is seen as a good opportunity to provide affordable workspace as part of a sustainable mixed-use development, with a clear synergy between the college at ground floor level, providing a number of vocational courses, and the provision of 750 sqm of affordable workspace, all of which would be provided at basement level.
10. The proposals for affordable workspace are part of an established and integrated programme by Brent Council to deliver adult education and employment opportunities to meet the business and cultural aspirations for the area identified in the Borough Plan 2019-23. Brent Start is Brent Council's adult learning provider, running courses in community centres across the Borough to help provide more opportunities for local people to develop skills, confidence and careers. Both the educational space and workspace would be operated together by Brent Start and the Council functioning as the workspace operator.
11. The proposed workspace is intended to be focused around Brent Start's 'Moving on Up' project, which is designed to support young black men living in the borough and aid their route into quality employment. The project has identified that there are clear opportunities to link this project with the new enterprise workspace to support self-employment skills and start-up businesses. In particular, the proposed affordable workspace is intended to :
 - Prioritise access to start-up business support for local businesses.
 - Support entrepreneurship, skills and employment for young people and adults.

- Be leased by the Council to a provider to deliver an innovative enterprise function that is focussed on engagement with the local community.
- Establish creative enterprises in a shared workspace, with on-hand training and business support.
- Provide space which can be hired for use by partners for activities relating to skills, employment, enterprise, and related provision such as financial inclusion and health advice.
- Support employment programmes such as the Brent Works, Work and Health Programme and vocational courses commissioned by the Department for Work and Pensions which would be delivered from the centre to help with progression to employment.

12. Consultation on the proposed scheme and the uses proposed has been ongoing since April 2019, including a range of opportunities for local residents, staff and students of Brent Start to contribute. This included a number of open days at the existing Morland Gardens site where designs were available for people to comment on.

The GLA has commented that the provision of this workspace would be a further benefit of the scheme, and would accord with Policy E3 of the Intend to Publish London Plan. GLA officers queried the rent levels and management arrangements for the affordable workspace. A condition requiring an Affordable Workspace Management Plan to be submitted for approval before occupation of any of this workspace would satisfactorily address this issue, and subject to the GLA being consulted on this condition, this has been confirmed by the GLA as acceptable.

13. On this basis, the proposals accord with the objectives of Policy DMP14 of the Council's Local Plan, Policy BE1 of the emerging Local Plan and Policy E3 of the Intend to Publish London Plan.

Provision of new residential accommodation

14. The NPPF expects the planning system to boost significantly the supply of housing, including by identifying key sites in the delivery of their housing strategy. Brent's Core Strategy Policy CP1 also aims to concentrate housing growth in well located areas that provide opportunities for growth, creating a sustainable quality environment that will have positive economic impacts on deprived neighbourhoods that may surround them.
15. Policy H1 of the Intend to Publish London Plan encourages the re-development of under-utilised sites (and in particular on public land) in order to optimise capacity, and support Brent in its target to supply 23, 250 homes over the next ten years. Furthermore, Policy H2 also supports the intensification of small sites (up to 0.25ha) in order to help meet these targets, and particular on sustainable sites with good transport links.
16. The site is located within an area with a good PTAL rating of 4, within 10 minutes' walk of Harlesden Overground station to the south, and Stonebridge Park underground station, which is approximately 20 minutes' walk and served by bus routes immediately outside the site on Hillside. It is also within 10 minutes walking distance of shops and important amenities within Harlesden Town Centre. It therefore represents a sustainable location where intensification of sites for residential use should be supported in principle.
17. The proposal therefore responds positively to London Plan and the Mayor's Intend to Publish London Plan policies to increase housing supply and optimise the use of public land. The GLA has also confirmed its support for this element of the scheme within its Stage 1 comments. On this basis, the principle of using the site for residential accommodation is therefore supported, subject to all material planning considerations being fully assessed, which will be fully explored in the remainder of this report.
18. **Affordable housing and mix**
- 19.
20. Brent's adopted local policy (CP2 and DMP15) requiring affordable housing requirements for major applications stipulates that schemes should provide 50% of homes as affordable, with 70% of those affordable homes being social or affordable rented housing and 30% of those affordable homes being intermediate housing (such as for shared ownership or intermediate rent). The definition within DMP15 allows for affordable rented housing (defined as housing which is rented at least 20% below the market value) to be an acceptable form of low cost rented housing, which is consistent with the NPPF definition of affordable housing. The policies allow for the reduction in the level of Affordable Housing (below the 50 % target) on economic viability grounds. This is discussed in more detail later in this report.
21. The emerging London Plan (Intend to Publish Version) has been subject to examination and the

associated affordable housing policies (H4, H5 and H6) are now given greater weight. These policies establish the threshold approach to applications where a policy compliant tenure mix is proposed*, where viability is not tested at application stage if affordable housing proposals achieve a minimum of:

- 35 % Affordable Housing; or
- 50 % Affordable Housing on industrial land** or public sector land where there is no portfolio agreement with the Mayor.

** other criteria are also applicable.*

*** industrial land includes Strategic Industrial Locations, Locally Significant Industrial Sites and non-designated industrial sites where the scheme would result in a net loss of industrial capacity.*

22. The policies set out the Mayor's commitment to delivering "genuinely affordable" housing and the following mix of affordable housing is applied to development proposals:

- A minimum of 30% low cost rented homes, allocated according to need and for Londoners on low incomes (Social Rent or London Affordable Rent);
- A minimum of 30% intermediate homes;
- 40% to be determined by the borough based on identified need.

When interpreting these policies, the tenure mix set out in Brent's adopted policies (70:30 ratio of Affordable Rent : Intermediate) and Brent's emerging policies (70:30 ratio of London Affordable Rent : Intermediate) provide clarity on the tenure of the third category (40 % to be determined by the borough). This means that this element of Affordable housing mix should be provided as Affordable Rented homes.

23. The policy framework allows for a reduction to affordable housing obligations on economic viability grounds where it can be robustly demonstrated that the target level of affordable housing would undermine the deliverability of the scheme. The policies require schemes to deliver the maximum reasonable amount of Affordable Housing (i.e. the most that the scheme can viably deliver, up to the targets) and schemes that aren't eligible for the threshold approach must be accompanied by a Financial Viability Assessment. It is important to note that these policies do not require all schemes to deliver 35 % or 50 % Affordable Housing.

24. Brent's emerging Local Plan has yet to be examined by the Planning Inspectorate and as such the adopted policy DMP15 policy and emerging London Plan policies H4, H5 and H6 carry considerably more weight than the Brent emerging Affordable Housing policy at this point in time.

25. Policy CP21 seeks for an appropriate range and mix of self-contained accommodation types and sizes, including family sized accommodation (capable of providing three or more bedrooms) on suitable sites providing 10 or more homes. Policy CP2 has a strategic target of 25% of new homes within the Borough being family sized units. This is reinforced within emerging policy BH6 which can be given some weight.

26. The breakdown of housing tenure and mix proposed is provided in the table below:

	1bed	2bed	3bed	4bed	5bed	Total
Affordable rent	26	18	10	7	4	65
% of total scheme	40%	28%	15%	11%	6%	100%
% family-sized units (i.e. 3bed +)						32%

27. As the table above outlines, all of the 65 units would be delivered at London Affordable Rent, and the scheme would deliver 32% family-sized units, including a number of 4 and 5-bed units which is a very significant benefit of the scheme. To be clear London Affordable Rent is described by the Mayor of

London as genuinely affordable is comparable to social rent. The scheme would not include any Intermediate homes and therefore does not fully accord with the above policies which seek a mix. However, given the acute need for homes for households on the lowest incomes within the borough, the benefits associated with this tenure outweighs the absence of intermediate housing in this case. A condition is attached to ensure the 65 units are retained as London affordable rented accommodation in perpetuity, and on this basis the proposals is considered to be acceptable having regard to policies DP15, CP2 and CP21 of the Local Plan. The GLA has confirmed its support for the proposed 100% affordable offer, and the mix and range of unit types put forward within the scheme.

Heritage considerations

28. The site includes a locally listed Victorian building that is proposed to be demolished. There have been a significant number of objections raised by residents in the Borough, as well as the Willesden Local History Society, the Victorian Society and other interested parties, to the loss of this building. An E-petition has also been signed by 330 people, under the title 'Save an historic Stonebridge landmark'. A further written petition with 36 signatures has been received, from Willesden Local History Society, on the same grounds. A detailed set of comments have been received by one local resident as indicated above.

Policy background

29. There is limited guidance on the demolition of non-designated heritage assets within the National Planning Policy Framework (NPPF). Paragraph 184 provides that heritage assets are an irreplaceable resource and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. Paragraph 189 states that in determining planning applications, local planning authorities should require applicants to describe the significance of any heritage assets affected, including any contribution made by their setting. Paragraph 190 requires that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by the proposal, taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the asset's conservation and any aspect of the proposal. Paragraph 192 of NPPF states that Councils should take account of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation and the positive contribution that conservation of heritage assets can make to sustainable communities.
30. For the purposes of the NPPF, locally listed buildings are not "designated heritage assets". The Glossary to the NPPF defines these as "A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation".
31. Objectors have raised the effect on the significance on two Grade II listed buildings (Stonebridge Park Public House and Stonebridge School) of the loss of the existing building on the site which are designated heritage assets for NPPF purposes. The NPPF at paragraph 193 requires that when considering the impact of a proposed development on the significance of a designated heritage assets, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss of less than substantial harm to its significance. In this context, paragraph 194 of the NPPF states that any harm to or loss of the significance of a designated heritage asset should require clear and convincing justification. Paragraph 196 provides that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal. The need to attach considerable importance and weight to the harm to the significance of a statutorily listed building through an impact on its setting accords with section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990.
32. Paragraph 197 states that 'in weighing applications that directly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any loss and the significance of the heritage asset.' The impact in terms of significance of a locally listed building must therefore be weighed against the public benefits of the proposed development which include the extent to which it would make a positive contribution to local character and significance as well as any wider planning benefits.
33. At a regional level, Policy HC1 (Heritage conservation and growth) of the Mayor's Intend to Publish London Plan, as well as adopted London Plan Policy 7.8, states that development should conserve

heritage assets and avoid harm, which also applies to non-designated heritage assets.

34. At a local level, Policy DMP7 (Brent's Heritage Assets) of the Council's Local Plan is of particular relevance. The policy requires that proposals for affecting heritage assets should, amongst other matters, demonstrate a clear understanding of the significance of the asset and its wider context and retain buildings, landscaping and spaces where their loss would cause harm. Proposals should also sustain and enhance the significance of heritage assets and their settings, respecting and reinforcing the street scene. The supporting text to this policy underlines the importance of such locally listed buildings as non-designated heritage assets, stating in paragraph 4.19 that:

'Brent's heritage assets make a substantial contribution to the borough's local character and distinctiveness. They are a unique and irreplaceable resource which justifies protection, conservation and enhancement in a manner appropriate to their significance. The Council recognises and identifies both designated and non-designated assets through the plan-making or planning application process. It is acknowledged that they hold value to society at many levels and identification allows protection and consideration in planning decisions.'

35. Paragraph 4.29 of the supporting text to this policy goes on to state that:

'The Council will resist significant harm to or loss of heritage assets. It will assess proposals which would directly or indirectly impact on heritage assets in the light of their significance and the degree of harm or loss which would be caused. Where the harm would be less than substantial, it will be weighed against any public benefits of the proposal, including securing optimum viable use of the heritage asset and whether it would enhance or better reveal the significance of the conservation area. For demolition or alteration to be approved, there will need to be clarity about what will be put in its place within a suitable time frame. It should be noted designation as a Locally Listed Building does not provide further statutory protection but it draws attention to the special qualities of the building.'

36. The Council's emerging Local Plan Policy, BHC1, echoes this advice.

Assessment of the existing building's significance

37. 1 Morland Gardens is a Locally Listed Building (a non-designated heritage asset), but not in a conservation area nor a statutory listed building. The site is not within an Archaeological Priority Area (APA) nor is it a local Sites of Archaeological Importance (SAI).
38. As a non-designated heritage asset, the building's significance has been assessed and is included within the Council's 'Locally Listed Heritage Assets in Brent' document, published in January 2020. The building dates from 1876, originally built for residential use. The full description of the building is set out as follows:

'Capacious and fine 19th Century rustic villa in the Italianate style by Henry Edward Kendall Jr constructed in 1876. Constructed of yellow London stock brick with red brick and stucco dressings. Two stories with projecting gabled roofs supported by decorative bracketed eaves to slate roofs. Three storey square entrance tower with triple round headed windows and gabled entrance canopy. Double hung timber sash windows. Projecting brick string courses a feature as well as half-hipped bracketed slate roofs to windows. In 1995 an extension was added to provide an education centre by Chassay Architects. This is a long low building that was designed to be subservient in nature so that the villa remained a prominent landmark within the streetscene. It is of no special interest.'

Historic significance – The Stonebridge Park estate was an ambitious venture by Henry Edward Kendall Junior (1805-1885). It was laid out in 1876 when it was advertised as 'three miles from Victoria Gate, Hyde Park', and conveniently served by a direct railway line to Broad Street (now closed). From it remain only two houses, 1 and 2 Morland Gardens and the Bridge Park Hotel (listed grade II). In later years it became the Services Rendered Club.

Kendall's works included schools, churches (including St John, Harrow Road, 1844), parsonages, lunatic asylums and many houses including the remodelling of Knebworth House (1843).

Authenticity – The villa is virtually unaltered and well maintained. The 1995 extension has not spoilt the special integrity of the building.

Townscape significance – The building stands out because it is on a corner plot and the tower a

prominent feature in the streetscape.'

39. The document concludes that the building would have a 'significance' score of 8 out of 12, which considers factors of authenticity, architecture, historical/ archaeological significance, and townscape. A score of 8 out of 12 indicates the building is of 'medium' significance.
40. The Council's heritage officer has reviewed the proposals. Concerns were raised that the heritage assessment initially submitted failed to provide a thorough analysis of the impact of the building's proposed loss, and in particular its failure to set out the building's context within Stonebridge nor as a building type within the wider borough. Without this, it was considered to fail to meet National Planning Guidance on 'Historic environment' (paragraph 8), which states that an '*Analysis of relevant information can generate a clear understanding of the affected asset, the heritage interests represented in it, and their relative importance.*'
41. A Heritage Impact Assessment (HIA) has been submitted on behalf of the applicant, undertaken by a qualified and established heritage consultant, and this has been reviewed by the heritage officer. The officer has also scrutinised and had close regard to the comments made by groups such as the Victorian Society, the Willesden Local History Society, and those with a special interest. The officer has therefore taken into account the available evidence and necessary expertise, as per para. 190 of the NPPF.
42. The HIA asserts that '*according to Brent's local listing criteria the following score is more appropriate to the building: 6/12, due to the authenticity of the building being affected by its 20th century alteration and extension and the lack of its surviving historic context.*' It therefore concludes that it should be considered of 'low significance'.
43. Having considered the findings of this report, the heritage officer does not agree with its final assessment, stating that the building should be considered as an important local heritage asset. Particular weight is placed on the fact that this is one of only 2 examples of such a Belvedere-towered design remaining in the borough. Furthermore, while there are many other examples of Italianate origin buildings elsewhere in the borough (most notably with the South Kilburn Conservation Area), these have been made by speculative builders and not by a significant architect like Kendall.
44. The heritage officer has also placed weight on the comments made in particular by professional experts such as Prof. Anthony Geraghty, who considers Kendall to be 'an architect of considerable importance whose nineteenth century villa characterises work by an architect of genuine and lasting significance.' This view, supported by The Victorian Society, note that the Stonebridge Park Estate was a development by 'notable Victorian architect' and a 'good surviving example of a key aspect of Kendall's small, domestic works'.
45. The heritage officer therefore states that the building should still be considered to be of 'medium' significance with a score of 8 out of 12, as asserted within the Council's Local List description and that none of the architectural or historical evidence submitted presents anything particularly new to change the score upwards or downwards.
46. Finally, the heritage officer has considered whether the building is likely to be of sufficient merit to be worthy of a statutory listing by Historic England. 1 Morland Gardens has been radically altered internally, removing much of its original plan form and features of interest such as a fireplaces and main staircase balustrade. Coupled with the extensions, the officer considers that the external elevations alone would not fulfil the special architectural and historic interest threshold needed for a building to be given a statutory listing.

Impact of proposals on setting of neighbouring heritage assets

47. The Victorian Society comment that the harm would extend to the grade II listed Public House, which would become the sole remaining survivor of the once greater development but also for the contribution that 1 Morland Gardens makes to its setting. The comments also refer to perceived harm to the setting of the grade II listed Stonebridge School. The heritage officer has considered these comments in more detail below.

Stonebridge Public House

48. The HIA does assess the impact of the proposals on the setting of the Public House at paragraphs 4.18

-4.20. It points out that 'the significance of Stonebridge Park Public House lies primarily in its architectural interest, in particular its fine Italianate architectural detailing, such as the cast iron loggia and Doric columns.' It goes on to point out that 'there is an historic association between the Stonebridge Park Public House and 1 Morland Gardens due to both being constructed as part of the Stonebridge Park Estate and to Kendall.' The heritage officer agrees with this view.

49. In assessing impact on setting the HIA make the point that visually the setting has little contribution to the significance of the building. Its immediate surroundings have predominantly been redeveloped including modern development of up to nine storeys in scale. At para 4.20 it states 'Therefore, 1 Morland gardens contributes to its significance although the screening by intervening development and the existing tall, modern character of the surrounding build environment means the visual connection has been eroded and it's an historical understanding that remains only for those understanding of their locality. General users of the area would not readily link the two buildings together.'

50. The heritage officer agrees with the assessment of the HIA in this regard, and that there would not be any harm to the setting of the Public House given the intervening development either from the loss of the existing building or by the new development. Furthermore, the grade II listed Public House would not be the sole survivor, as 2 Morland Gardens remains.

51. The HIA states that the demolition of 1 Morland Gardens will cause some 'less-than-substantial harm to the setting and significance of Stonebridge Park Public House as it would amount to the loss of a historically associated element.' It goes on to point out that 'this less-than-substantial harm will be at the lower end of the spectrum due to the limited significance of Stonebridge Park Estate. In addition, the significance of the Stonebridge Park Public House lies more in its architectural quality than its association to the former estate.' The public house is not illustrated in Kendall's 'Harlesden Park' vision nor does the list description say it is executed by him. However, the heritage officer considers that, given the available evidence, this is the work of Kendall. For this reason, it is considered that the proposals may cause residual harm to a historical association.

52. Notwithstanding the officers' view that the loss of the building has no impact on setting, if there remains a perception that residual harm has occurred through historical association, the harm must necessarily be 'less than substantial'. Public benefits must be weighed against this residual harm.

Stonebridge School and St Michael and All Angels Church.

53. Stonebridge School is also Grade II listed. However, the school is not part of Kendall's Harlesden Park vision. It was built 1899-1900 by Willesden School Board, Middlesex, to the design of GET Laurence. There is therefore no historical association and the intervening development and trees between effectively screen it from the site.

54. Reference has been made to the streetscape value of 1 Morland Gardens with St Michael and All Angels, opposite. Whilst this may be seen as an 'interesting vestige of this area's Victorian expansion', neither building are so interrelated architecturally that it could be said that they have group value. The streetscape value of a replacement building could have the same relationship. There is also no historical association between 1 Morland Gardens and St Michael and All Angels.

Conclusion

55. It is acknowledged that the proposals would result in some residual harm to one neighbouring heritage asset. However this would be through historical association, rather than any impacts resulting from the scale of the proposed replacement building, given this would be largely obscured by intervening development. This harm would therefore be less than substantial, and as the heritage officer asserts, must be weighed against the public benefits of the proposed scheme.

Assessment of alternative design options retaining locally listed building

56. Officers consider it important to set out the extensive design exercise which was undertaken by the applicant to explore options which would deliver the proposals' key objectives while retaining the non-designated heritage asset. This has been set out within the applicant's design and access statement (see section 5 and Appendix A).

57. A number of approaches were explored at pre-application stage. A scheme which involved the retention of the original villa, with the demolition of the non-original extensions surrounding it to be replaced

and enlarged, demonstrated that the re-provision of the college would be possible, but with approx. 200 sqm of additional floorspace possible over lower and upper ground floor levels.

58. However, by retaining the villa, the applicants outlined that the scope for development around it was greatly restricted, given the need to ensure that such development would respect the scale and setting of the heritage asset. This would effectively rule out the opportunity for a building of any significant height, thereby having a substantial impact on the level of affordable workspace and the number of affordable homes able to be provided on the site, which have been highlighted as key public benefits. The table below compares the amount of proposed floorspace and quantum of affordable homes possible between the retained villa option and the proposed scheme:

Proposed use	Retained villa option	Proposed building
Further education college (sqm)	1,850	2,651
Affordable workspace (sqm)	300	750
Residential dwellings (sqm / no. of units)	3,760 / 39	6,141 / 65
Total	5,810 (39 homes)	9,542 (65 homes)

59. This demonstrates that the proposed scheme would deliver approximately 60% more floorspace across the site than the retention option, with an uplift of around 25 affordable homes. As well as these quantifiable benefits, officers note that the proposed building enables a much enhanced education facility at ground floor level, with a focused and legible layout which achieves a clear connection with the affordable workspace at lower ground floor level. This would not be readily achievable as part of a retention scheme, as has been set out within the applicant's design and access statement. It is also important to note that the proposed scheme, as well as offering a greater quantum of affordable homes overall, provides a number of larger family sized homes (i.e. 4 and 5-bed units) which meet a particularly acute need for residents in the Borough. Again, officers consider this would not be as readily achievable within any retention scheme.

60. A further design option which was explored involved re-locating the Belvedere tower from its current position further to the north-east of the site, ensuring the most significant part of the heritage asset would be re-built on site. While this option may have enabled an increased amount of development on the rest of the site, it quickly became apparent that the prominence of the tower would be lost in longer views, and its significance would be diminished as a result of it being 'detached' from the remainder of the heritage asset. The council's heritage officer agrees with this view.

61. The heritage officer has confirmed that he is satisfied that the applicant has considered extensive options around retaining the building all or in part. Comments have been made from residents and interested groups that a scheme could be developed while preserving the significant heritage assets, in the same way as achieved at Willesden Green Library. However in this instance the frontage block was conveniently located on the High Road, and the public benefit of securing a new library could be easily integrated. The site constraints are such that 1 Morland Gardens cannot be incorporated in the current scheme and provide the public benefits which the proposed building offers.

62. Overall, officers are satisfied that the applicants have undertaken a robust and comprehensive exercise in exploring viable options to re-develop the site while retaining the significant parts of the existing building. Nevertheless, the heritage officer has concluded that the demolition of the building, by its very nature, must be seen as substantial harm to the significance of the heritage asset. The building is important and of medium significance for what it contributes to townscape, local understanding of historical development and architecture in Kendall, and therefore its demolition would be a loss to the Borough's Victorian architectural stock.

63. On this basis, it is considered that the demolition of this non-designated heritage asset can only be supported if it offers substantial public benefits (i.e. anything that delivers economic, social (including public services) or environmental (such as good quality design) objectives as described in paragraph 8 of the NPPF. An assessment of these public benefits is set out in more detail below.

Analysis of public benefits delivered by proposed scheme

64. Paragraph 197 of the NPPF makes it clear that when weighing applications that affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. In making this balanced judgement, officers consider that the public benefits of the proposal need to be weighed against the loss of the heritage asset.

65. As well as being referred to in the Heritage Impact Assessment, a further supporting statement has been submitted by the applicant outlining the key economic, social and environmental public benefits delivered by the scheme, which cover key economic, social and environmental objectives. These are summarised below:

Social

52. While the existing building is currently used as an adult education facility, it has been clearly demonstrated as not fit-for-purpose, being originally constructed for residential means. The proposed scheme would deliver a much improved education facility, consolidated at ground floor level. The facility would be 60% larger in terms of floorspace, with modern facilities including a variety of spaces including new I.T rooms, arts and crafts workshops, a library and more classrooms, all of which would enable a greater number of the Borough's residents to access vital learning facilities.

- The proposal will deliver 65 affordable homes, all available at a London Affordable rent, contributing to the significant recognised need for affordable housing need within the Borough. Furthermore, nearly a third of these would be family homes, with a number of them larger 4 and 5-bed dwellings, for which there is an acute need in the Borough.

Economic

- The opportunity to provide 750 sqm of affordable workspace at lower ground floor level, to be operated by Brent Start and designed to focus specifically on supporting young black men living in the borough and aid their route into employment, through the 'Moving on Up' project. This is outlined in more detail within paras. 8 -14 of the report.

Environmental (good quality design)

- The proposed replacement building would be of an exceptional design, making a positive contribution to the local townscape and character of the area and potentially becoming a landmark building on this prominent corner of Hillside and Brentfield Road. The proposed building would have a stronger presence closer to the main frontage, and importantly would improve a currently uninviting public realm on this part of Brentfield Road. The particular design features of the replacement building will be set out and assessed in greater detail within later sections of the report, however it would fully accord with Local Plan and London Plan policies, and meet the relevant tests set out in the NPPF.

66. Officers have carefully balanced the significant public benefits which would be delivered by the proposed scheme, against the loss of the non-designated heritage asset in the context of the NPPF requirements, as well as relevant local and regional policy. Having done so, it is considered that the social and economic benefits alone would significantly outweigh the harm resulting from the existing building's loss, and therefore would accord with NPPF advice in this respect. The environmental benefits serve to further tip the balance in favour of the development.

67. The GLA have also commented on this issue and confirmed that they do consider the loss of the locally listed building to be acceptable in this instance, citing the *'considerable public benefits, including a modern further education centre, workspace and 65 social rented residential units.'*

68. The proposals would not accord with Policy DMP7 of the Local Plan, or draft policy BHC1 of the emerging Local Plan. It would also not accord with London Plan policy 7.8, or policy BHC1 of the Intend to Publish London Plan. However, it is considered that there are other material planning considerations, in particular the very significant public benefits which would be delivered by the proposals, which clearly outweigh the harm that has been identified and justify departure from policy in this instance.

Design, scale and appearance of proposed building

Policy background

69. London Plan Policies 7.1 and 7.4 and the Mayor's Intend to Publish London Plan Policies D1, D2 and D3 seek to ensure that new developments are well-designed and fit into the local character of an area. New

buildings and spaces should respond to the form, style and appearance to successfully integrate into the local character of an area, with a positive relationship with the natural environment and respect and enhancement of the historic environment.

70. Policy DMP1 of the Council's Local Plan, emerging policy BD1 and Brent SPD1 promote high quality design that is appropriate for its context. Section 3.1(a) of SPD1 (Sites appropriate for tall buildings) states that 'tall buildings will only be encouraged in areas identified as appropriate for tall building and be of outstanding design, following best practice guidance'. The supporting text explains that tall buildings are defined as structures that are more than 6m taller than the local context, or 30m and over. It states that 'new development should optimise the potential of the site while respecting the existing context and character and make efficient use of land through good design.'

71. Emerging policy BD2 (tall buildings in Brent) also reflects this approach, directing tall buildings to the zones identified on the proposals maps, intensification corridors, town centres and those identified in site allocations. Outside of those areas, this policy specifies that tall buildings will only be permitted on sites of a sufficient size to successfully create a new character area while responding positively to the surrounding character and stepping down towards the site edges.

Height, scale and massing

72. At a maximum of nine storeys from ground level to the east of the site (i.e. on the corner of Hillside and Brentfield Road), the building would be noticeably taller than its immediate surroundings. The site is not defined as being appropriate for tall buildings within the emerging Local Plan (i.e. an Intensification Corridor or within a town centre). However, it is considered that there is justification for an increase in height in this location given the good level of public transport accessibility in this location, the overall high quality design of the scheme presented, and the presence of other tall buildings within the surrounding townscape, including the nine storey Camellia Heights to the north-west of the site. The rationale behind the tallest element of the scheme has been carefully considered, being located on a prominent, key intersection which would be seen in longer views, and would aid with wayfinding to the further education college.

73. The building then successfully reduces to a maximum of seven storeys from ground level along Hillside, reflecting the change in gradient, sloping downwards from east to west in this location. At seven storeys the building is at least one storey taller than neighbouring developments further to the west along Hillside, including the Community Hub building (2-8 Hillside), which is between 5-6 storeys tall. However, there are 7-storey buildings to the immediate south-west of the site at 21 Hillside and 57 Hillside respectively, while there are a number of 6-storey buildings to the south and west of the site on Knatchbull Road and Craven Park. Given this context, the heights proposed are considered to be justified, despite not strictly according with SPD1 advice.

74. At the same time, the scale and massing of the proposed building is successfully broken up by reducing the height to a maximum of four-storeys between the two taller elements as viewed from Hillside. While the building would have a largely horizontal emphasis to this façade, the building is well articulated and uses piers, longer glazing to windows and enclosed balconies to bring a subtle degree of verticality to the façade, as well using a varied roofline to further break up the massing and introduce more visual interest.

75. To the east, the building also drops down to seven storeys along Brentfield Road which again reflects the gradual decrease in scale towards the 2-4 storey residential properties further to the north on Morland Gardens, and helps to break up the massing along this façade. A similar use of longer windows, balconies and arched reveals ensures there would be a degree of verticality to this elevation, and the angled nature of the façade brings a further element of visual interest, drawing attention to the main entrance to the college at street level. To the north, the building also reduces in scale to between 2 and 4 storeys to respond to the proximity of adjoining residential dwellings at 2 Morland Gardens.

76. The building has a clear base, middle and top, with the careful use of materials and varied articulation to the ground and lower ground floor levels providing a clear visual differentiation between the college at ground floor level, and the residential uses on upper floors. The Hillside elevation has also been carefully considered to ensure there would be an appropriate amount of glazing to the façade at ground floor level, accounting for the change in levels and ensuring there would be no blank frontage at street level. At roof level to the nine-storey part of the building, plant and renewables would be obscured using arched screens which provide some visual interest, but a distinct feature to the rest of the building.

77. The council's urban design officer has commented on the scheme, and confirmed that the proposed building heights are appropriate, the massing is well articulated, and the proposals would deliver a well-scaled

form of development which is legible and well integrated into the existing context.

Layout, relationship to street, external spaces and public realm

78. The general layout of the building is simple and legible, with a broadly rectilinear form and a centralised internal courtyard. The proposal effectively optimises the ground floor uses and change in site levels by making use of the space underneath the further education college for affordable workspace, car parking and servicing. This ensures the building would look outwards to the busy street frontages, with highly active ground floor frontages to both Hillside and Brentfield Road, appropriate for the type of uses being proposed. The college would have a wider and more prominent entrance onto Brentfield Road, giving a clear sense of arrival for students and staff, and the public café would be appropriately located on the prominent corner.

79. The two main residential blocks (east and west) would be accessed from separate entrances onto Hillside, with the remaining maisonette dwellings having their own front doors accessed from the internal communal garden at first floor level. These provide a suitable sense of ownership and security for residents, with the front entrance doors to the larger homes particularly welcomed. There would be separate refuse stores to the east and west cores, with the main residential cycle store provided at ground floor level. These areas are considered logical and easily accessible for all future occupiers.

80. With regard to the upper floors, it is considered that the layout of the units is logically oriented around a central green space and the location of the two residential towers next to Hillside helps to mitigate the impacts of the development on neighbouring residential properties to the north. The proposed shared amenity space is well laid out, introducing a variety of more public and more secluded spaces, with effective use made of the limited available space for play space and landscaping. The use of the pitched roofs of the further education college for play equipment and skylights is considered to be particularly imaginative.

81. The proposal would retain an area of public realm to the east of the development along Brentfield Road in place of the existing public garden. Although a smaller area than existing, officers consider this to be uninviting and in need of an upgrade. The proposed public realm and landscaping strategy indicate that the remaining space would be much more welcoming, introducing new benches and informal areas for sitting and gathering, further activating this frontage.

82. The GLA raised concerns that, given that this space is contained between the main entrance of the college and Brentfield Road, it will be extensively used by students arriving and leaving the college and may be insufficient to accommodate the number of students using the college safely, with the potential for students to spill out onto the road, creating conflict between pedestrians and vehicles. The applicants have clarified that the college is designed for use by up to 250 students, with 50 staff and 40 guest users. It is expected that average use at any one time would be 200 people in the mornings and afternoons, with evening classes for 60 students. The space is therefore considered sufficient to accommodate these numbers, and officers have recommended a condition requiring a User Management Plan to ensure arrangements for emergency assembly and access for emergency vehicles are considered before the use commences.

Inclusive Design

83. London Plan Policy 7.2 and the Mayor's Intend to Publish London Plan Policy D3 seek to ensure that proposals achieve the highest standards of accessible and inclusive design ensuring that developments can be entered and used safely, easily and with dignity by all; are convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment; and are designed to incorporate safe and dignified emergency evacuation for all building users.

84. The further education college would be located entirely on one level (with the exception of the multi-faith rooms), which avoids barriers to access and is strongly supported. The remainder of the non-residential development could also achieve the highest standards of accessible and inclusive design, GLA officers raised initial concerns regarding how wheelchair users can access the multi-faith rooms at lower ground floor level. The applicant has clarified that there would be a passenger lift between lower ground and upper ground floors to provide this access, and this has been accepted by officers. Issues over inclusive cycle spaces have also been resolved (see transport section for further details), and on this basis the proposals are considered to be of a high standard in terms of inclusive design.

Architecture and materiality

85. The proposed building makes use of a simple, logical palette of materials which take an appropriate cue from the local vernacular, and in particular, the two churches to the immediate south (St Michaels and All Angels Church) and north-east (Five Precious Wounds Church), as well as the existing building. This is particularly seen with the use of strong red banding and arched entrances to the workspaces and corner elements, with large windows facing onto Hillside, replicating features of the existing villa. This would create a distinctive and active frontage around all of the public areas of the building, allowing views into the activities of the college and workspace, which is strongly supported. The main entrance to the college on Brentfield Road is particularly well detailed, with an arched glazed curtain wall entrance with stainless steel lettering, and textured precast concrete panels bringing some additional distinction to this part of the façade.

86. On upper floors, the main balconies are well integrated into the facade, providing a strong repeating pattern to the development. The cantilevering curved balconies are a thoughtful addition to the facade that provide variety and subtly extend the amount of external amenity space for each unit, and a lighter oxide red cladding predominantly used to the upper floors.

87. The units connecting the two towers are also well designed, with the use of enclosed balconies and space for each unit. The proposed arched parapets and balcony trims are an elegant reference to the existing Victorian house and the parapets are effective at obscuring views of plant and other equipment at roof level. Officers recommend a condition which secure details of facing materials and building details, including roof lines, to ensure a high quality of materials and final external appearance would be achieved.

Comparison with existing building

88. Whilst the heritage significance of the existing building itself is clear, its contribution to the character of the surrounding area must be assessed on broader terms. Firstly, several poor quality extensions of incongruous materiality have been added over the years, which have each diminished the efficacy of the original architectural design. Secondly, the existing building, as an island enveloped by hard landscaping and car parking, creates a poor quality relationship to the surrounding streetscape. The edges of the site are inactive, poorly defined by a boundary wall and hedges, leaving the existing building with a diminished urban presence at the corner of an important junction.

89. The architectural design of the proposed building responds proactively to the local context, carefully referencing features from both the existing building and the adjacent churches, and translating these into the façade design and fenestration. In this sense, a memory of the existing building will be captured in the proposed, both honouring the old and representing a new chapter in the history of the site and local area. The proposed building itself will form clear, outward-looking edges to the streetscape with active frontages revealing the range of uses within. It will also clearly announce itself at the corner, with the tallest element serving as a clear marker for the site, as well as a local wayfinding element.

Conclusion

90. Officers therefore conclude that the proposed building will significantly enhance the character and appearance of the surrounding area. The architectural design of the proposed building is based on a comprehensive understanding of the features and history of both the site and the surrounding context, representing an exemplary response to the design aspirations of the emerging Local Plan and other relevant planning policy. In doing so, it would be of substantial public benefit and add significantly to the positive matters to be weighed against the harm caused by the loss of the non-designated heritage asset. It is considered to comply with London Plan policies 7.1 and 7.4 and the Mayor's Intend to Publish London Plan policies D1, D2 and D3, policy DMP1 of the Local Plan, policy BD1 of the emerging Local Plan, and the key design principles set out in SPD1.

Impact on neighbouring amenity

91. Brent Policy DMP1 sets out that development should provide high levels of both internal and external amenity. 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 by a number of adjoining occupiers on the grounds that the proposed development would have a detrimental impact on the amenity of adjoining residential properties and other buildings, including the Church opposite on Hillside.

Daylight

92. 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. Officers are satisfied that the report successfully identifies all neighbouring properties which could be affected by the proposed development, which are summarised as follows:

- 2 Morland Gardens
- 2 to 8 Hillside
- 21 Hillside
- 34 Craven Park
- Stonebridge Evangelical Church
- St Michaels and All Angels C of E Church
- The Five Precious Wounds RC Church

93. For daylight, an assessment was undertaken using two tests, namely the Vertical Sky Component (VSC) and, where room layouts are known, Daylight Distribution (or No Sky Line) (NSL) in line with BRE guidelines. The results of these tests for the properties identified above is summarised as follows:

2 Morland Gardens

94. 2 Morland Gardens is to the immediate north of the site, and is in use as 18 self-contained flats. The report identifies that only 8 of the 74 windows tested to this property would receive daylight less than 0.8 times their former value. However, the majority of these 8 windows would only experience losses slightly below 0.8 (i.e. 0.7 or above), and therefore it is not considered this loss of light would be material. The other windows serving non-habitable rooms, including bathrooms and lobby areas.

95. However, it is acknowledged that there would be a more noticeable loss of daylight to two kitchen windows in particular, which are south facing, facing directly onto the proposed development at first floor level (identified as windows 42 and 43 in the report). Nevertheless, the units served by these kitchens are dual aspect and would retain good levels of aspect and daylight overall, with main living rooms and bedrooms having windows which face east and west respectively. Given the proposed scale of development, and the urban context in which these properties are located, officers consider that there is a very high degree of compliance overall with the BRE guidelines. Therefore, these isolated breaches of the BRE guidance would not warrant refusal of the application.

2 to 8 Hillside

96. 2 to 8 Hillside are flatted properties to the immediate west of the site. The report identifies that 24 of the 55 windows tested here would be less than 0.8 times their former value, and therefore be in breach of conventional VSC targets. However, the report outlines that the BRE guidance does allow for alternative criteria to be used to assess daylight impacts, particularly in circumstances where adjoining developments sit close to site boundaries. In this case, the applicant's daylight and sunlight consultants has adopted an alternative 'mirror image' test, i.e. by calculating alternative VSC targets using the level of daylight that the windows would achieve if obstructed by a hypothetical 'mirror-image' of the existing neighbouring building, an equal distance away from the boundary.

97. Using this scenario, the report concludes that 15 of the 24 'impacted' windows would pass the alternative VSC criteria. Of the remaining 9 windows, 7 of these would experience daylight losses which are only marginally below 0.8 (i.e. 0.7 or above), and therefore are not considered noticeable. Given the scale of the development and the largely urban context, officers consider these minor breaches would not warrant refusal of the application.

21 Hillside

98. 21 Hillside is a flatted development situated to the immediate south-west of the site. All windows pass both a VSC and daylight distribution test, ensuring no properties would experience a material loss of daylight as a result of the proposals.

34 Craven Park

99. 34 Craven Park is a residential dwelling to the immediate east of the site. The report concluded that only one secondary window to the western elevation would experience a VSC loss below 0.8, however this would be a minor breach (0.77) and is not considered to result in any discernible loss of daylight to this

property.

Stonebridge Evangelical Church

100. Stonebridge Evangelical Church is located to the immediate south/ south-east of the site. There would be a noticeable loss of daylight to at least 6 of the windows, predominantly along the main entrance to the church fronting Hillside. Officers acknowledge that there would be some daylight impacts to the church, however the BRE guidance places less weight on the significance of light for non-residential properties, and there are a number of other windows and rooflights serving the building. On this basis officers consider that any loss of daylight would not be significant.

St Michaels and All Angels C of E Church

101. The church is located to the immediate south of the site, and includes a detached residential dwelling/ clergy house. The report concludes that there would be three breaches of VSC to windows within the residential dwelling, however the VSC would remain above 0.6 in all instances, while one of these windows is considered to be secondary. Given the overall level of compliance within the dwelling (6 of 9 windows retain a VSC above 0.8), and within the main church building, it is considered that there would not be any significant loss of daylight to the Church.

The Five Precious Wounds RC Church

102. The church is to the immediate north/ north-east of the site. None of the 29 windows tested would experience a VSC of less than 0.8 times its former value.

Sunlight

103. With regard to sunlight, an assessment was undertaken in line with BRE guidelines, testing for adverse affects to all habitable rooms which have a window facing within 90 degrees of due south. The tests undertaken consider loss of annual probable sunlight hours (APSH), and loss during winter sunlight hours (WPSH).

104. The report concludes that the vast majority of adjoining windows serving residential properties pass the relevant sunlight tests, with the exception of five windows to No. 2 Morland Gardens. However, the report identifies that the windows affected all serve bedrooms, rather than main living rooms, which BRE guidance states are most important and where there should be an expectation for adequate levels of sunlight to be maintained. On this basis, officers consider that the proposed development would satisfy the BRE guidance in regard to direct sunlight.

105. All windows that face within 90 degrees of due south have been tested for direct sunlight. Stonebridge Evangelical Church, St Michaels and All Angels C of E Church and The Five Precious Wounds RC Church are non-domestic properties without a particular requirement for sunlight. In any event, all windows to these churches were tested and passed on both APSH and WPSH levels.

Overshadowing to gardens and open spaces

106. The BRE guidance recommends that at least 50% of the area of external amenity spaces (including gardens, playgrounds, sitting out areas) should receive at least two hours of sunlight on 21 March. If as a result of new development an existing garden or amenity area does not meet the above, and the area which can receive two hours of sunlight on 21 March is less than 0.8 times its former value, then the loss of light is likely to be noticeable.

107. The assessment undertaken demonstrates that there would be a noticeable loss of light to the private amenity space to the lower ground floor flat of No. 2 Morland Gardens, nearest to the boundary of the site (referred to as Garden 5 within the BRE assessment). However, it must be acknowledged that this garden is significantly overshadowed by the existing building, with only around 5% of this amenity space receiving adequate sunlight currently. The flat also has access to a significant amount of communal amenity space immediately to the west. Given this context, and the fact that at least 54% of the area of the remaining amenity spaces will receive at least two hours of sunlight on 21st March, the shortfall below BRE requirements is acceptable in this instance.

Outlook and sense of enclosure

108. 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. In addition, new developments should sit within a line drawn at 45 degrees from neighbouring private amenity space (measured at 2m above ground level).

109. The building has been designed so that its tallest elements are furthest away from neighbouring residential properties, which are most sensitive to loss of outlook and sense of enclosure impacts. However, particular concerns were raised by officers during the pre-application stage regarding the potential impacts of any development to the northern boundary of the site, adjacent to 2 Morland Gardens. The proposed building has been pushed away from the northern boundary to a minimum of 6.2 metres, and while it would predominantly be four storeys along this elevation, it steps down to two storeys (lower and upper ground floor level) where it would be closest to the rear and side elevations of 2 Morland Gardens, reducing its prominence when seen from windows on these facades. Officers acknowledge that the proposed building would breach the 45-degree rule to the adjoining communal garden and amenity space of these flats, and wouldn't fully accord with SPD1 advice in this regard. However, when considering the context of the existing structures which already sit very close to the northern boundary and this step down to two storeys nearest to the most likely affected windows of 2 Morland Gardens, it is considered that this relationship would be acceptable.

110. It is also important to note that the only south facing windows at lower and upper ground floor levels of No. 2 are obscure glazed and serving bathrooms, and therefore there would be no direct loss of outlook or increased sense of enclosure to these rooms. At first floor level, there are two kitchen windows facing south towards the proposed development, serving Flats 11 and 17 respectively. However the impact of the proposed development to these windows is significantly reduced by the fact that these openings are between 6.4m and 7.2m away from the adjoining boundary, and at least 13m from the main four-storey element of the proposed building. The building would therefore comply with the 30-degree rule to these windows. The flats within No. 2 predominantly benefit from an east-west aspect, which ensures that the proposed building would not significantly impact upon outlook to these properties, and would not appear overbearing or oppressive.

111. The proposed development would rise to 6 storeys to the south-western part of the building, stepping down to 4 storeys to the north-western element. To the immediate west of the site, Nos. 2-8 Hillside contains flats which rise to a height of five storeys. There are east facing residential windows and balconies which face directly towards the development. Although the proposed building's footprint would be approximately 10m away at lower and upper ground floor level, the impact of the additional bulk and massing is significantly reduced beyond ground floor level, as the residential parts of the site are stepped further away from the west of the site. Overall, the proposed building would be between 15m and 30m away from the east elevation of 2-8 Hillside, which is sufficient to ensure there would be no significant loss of outlook or sense of enclosure to the adjoining occupiers. Officers also confirm that the building would pass a 30-degree test to all windows and balconies on this eastern elevation.

112. Officers consider that there would be sufficient separation distances maintained to adjoining properties to the south side of Hillside, including St Michael's Church and Stonebridge Evangelical Church, and residential properties to the north and east on Morland Gardens and Brentfield Road respectively.

113. In summary, while it is acknowledged that the proposed scheme would not fully accord with Principle 5.1 of SPD1 in terms of outlook, it is considered that the proposals would not unduly harm the neighbouring amenity of neighbouring residential occupiers, and therefore would accord with Policy DMP1 of the Local Plan.

Overlooking / privacy

114. 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.

115. The north facing windows of the proposed maisonettes and flats at first and second floor levels would be 6.2m from the adjoining boundary, and therefore within the 9m distance to the private amenity space of the adjacent lower ground floor flat at 2 Morland Gardens. These windows have therefore been designed to be angled to ensure that there would be no direct views into the neighbouring garden, as well as the kitchen windows at first floor level. Officers consider that this would be sufficient to mitigate any harm to adjoining residential occupiers in this regard.

116. It is also acknowledged that the private garden serving Unit 01-16, and the community garden at first

floor level would be within 9m of the northern boundary, and therefore close to the communal garden of 2 Morland Gardens, as well as private gardens of Flats 1 and 2 at lower ground floor level. To mitigate any significant overlooking to these gardens, officers have requested a condition requiring appropriate screening along this northern boundary before any of the residential units are occupied.

117. To the immediate west, a separation distance of between 15m – 30m is maintained between the proposed west facing windows and balconies of the proposed building (above ground floor level) and the windows and balconies on the eastern façade of 2-8 Hillside. The shorter separation distance (i.e. where this is less than 18m) exists between the south-western part of the building, which rises to 6 storeys, and the south-eastern part of the adjacent block, located closest to the main road. The main east facing windows of this block serve a communal staircase, while the winter gardens to the front of this block are angled away from the proposed development, with views predominantly onto Hillside. Furthermore, the proposed six-storey block would have an angled western façade which would ensure views to adjoining windows and balconies would not be direct. On this basis, while the proposals would not fully accord with SPD1 advice, it is considered that there would not be any material harm to neighbouring amenity resulting from the proposals.

118. With regard to the proposed communal amenity garden and private gardens at first floor level to the western edge of the site, these would be at least 9m from the windows and balconies to the eastern facade of 2-8 Hillside, and therefore would comply with SPD1 advice.

119. The proposals would also result in new openings looking south and east, however there is sufficient separation distance to neighbouring residential properties along Morland Gardens, Brentfield Road and Hillside to ensure there would be no material loss of privacy or undue overlooking to other occupiers. The proposal is therefore considered to accord with adopted and emerging policies with regard to the impact on surrounding properties and uses.

Quality of proposed residential accommodation

120. All development is required to comply with standards set out in the London Plan (including minimum internal space standards based on Technical Housing Standards – Nationally Described Space Standard 2015), and with Brent Policy DMP19, which normally requires private amenity space of 20sqm per 1 bed or 2 bed flat and 50sqm for family housing including ground floor flats. London Plan Policy 3.6 requires play and recreation facilities to be provided, at a rate of 10sqm per child based on the expected child yield.

121. The Mayor's Housing SPG and emerging policy D7 also require 90% of units to meet Building Regulations M4(2) 'accessible and adaptable homes' standards and 10% to meet M4(3) 'wheelchair accessible homes' standards.

122. The BRE Guidelines recommend an Average Daylight Factor (ADF) of 2% for kitchens, 1.5% for living rooms and 1% for bedrooms, although 1.5% is generally used for combined living spaces. Standards for daylight distribution and sunlight are also recommended.

Internal space and layout

123. The scheme would provide a range of size of units, including 2-bed, 3 person and 4 person units, as well as 3 and 4-bed units which can accommodate up to 6 people, thereby catering for larger families. The units would all meet (and in the large majority of cases, exceed) minimum floorspace standards, both in terms of their overall size and the size of main bedrooms, living areas etc, as well as other requirements set out in the Mayor's Housing SPG and the Intend to Publish London Plan. All flats would have internal storage space of at least 1.5 sqm, with increased amounts provided for the family-sized dwellings.

124. 49 of the 65 units would be dual aspect, representing 75% of the overall flats, which is considered to be a good proportion given the high density, urban context. The maisonettes, the majority of which are 4-bed family sized dwellings, would benefit from a north-south dual aspect. Of the 16 single aspect flats, none of these would be north facing, and with the exception of Units 01-09 and 01-10, all of these flats would be 1bed, 2person dwellings.

125. Additionally, none of the three residential blocks would exceed the GLA's advice on having more than 8 units per core, with the West block typically having 3 flats per floor, the East block containing 6 flats per floor, reducing to 4 per floor on its upper three levels, and the Maisonettes all having their own front door, accessed directly from the internal communal door. Officers consider this to be appropriate and the GLA have confirmed this is acceptable.

126. The proposals have been revised to ensure that seven homes would be adaptable wheelchair user dwellings (Building Regulations M4(2)(a)), all located within the Western block. This meets the 10% requirement, while the remainder would be to M4(2) standard – accessible and adaptable dwellings. This is considered acceptable, and officers recommend a condition is attached to ensure this is achieved.

Daylight

127. An Average Daylight Factor (ADF) test has been carried out for the new dwellings which identifies a measurement of the diffuse daylight within a room. This calculation takes into account the size and location of the window, the glazing transmittance, the total area of the room, reflectance of the walls, ceiling and floor (the internal average reflectance) and uses a CIE overcast sky. The ADF assessment demonstrates that all rooms will be fully compliant with the BRE Guidelines.

128. The sun on ground results demonstrate that the majority of the main gardens and open spaces within the proposed development would not achieve the recommended 95% of area receiving at least 2 hours of sunlight during winter months. However, officers acknowledge that the BRE advice does show some flexibility here, and in this instance the variety of types of amenity space (both private and communal) must be taken into consideration, with both private gardens provided to some of the apartments, and a range of communal amenity space at first floor and roof levels. The main communal area at first floor level (denoted as Garden 1 in the daylight and sunlight report) would have an area of just under 50% meeting BRE guidelines, which is considered reasonable given this is an internal courtyard with tall buildings enclosing it to the immediate west and east.

129. Officers have also balanced these results against the high quality internal space throughout the scheme, with all flats being well lit, and the majority exceeding minimum floorspace standards and benefitting from a dual aspect. On this basis, the slight shortfall in sunlight requirements for outside spaces within the development is considered to be justified.

Outlook and privacy

130. The Mayor's Housing SPG seeks to avoid single aspect north facing units wherever possible, or single aspect units that are at risk of being exposed to detrimental noise levels. As discussed above, there would be no single aspect north facing units within the development. Although there would be single aspect units which would face directly onto busy main roads to the south (Hillside) and east (Brentfield Road) respectively, the council's noise officers are satisfied that, subject to mitigation measures installed (i.e. sound insulation) to the relevant flats, there would be no detrimental noise impacts to these dwellings.

131. With regard to separation distances between the blocks, a minimum of 21.5m would be maintained between directly facing windows and terraces to the West and East blocks respectively on the lower floors, while at least 25m would be maintained between the maisonette apartments to the north and southern elements of the building, across the internal communal courtyard. Although there would be closer distances between windows and terraces where blocks meet adjacent to the internal courtyard, views between these would be at an obscure angle rather than direct, and are not considered unduly detrimental to the amenities of those occupiers.

132. The development has secure entrances in locations which are overlooked so as to maintain security, and in turn would overlook public areas in a more positive way than the existing buildings do. Overall, the general arrangement and layout of the proposed units are considered to provide acceptable separation distances and relationships.

Overheating

133. An Energy Statement has been submitted which includes the results of overheating. The Mayor's London Plan seeks to avoid overheating and excessive heat generation within Policy 5.9.

134. The Energy Statement outlines that the proposed development has been designed in accordance with the cooling hierarchy to minimise cooling demand and limit the likelihood of high internal temperatures in summer months. Mitigation measures such as an appropriate glazing ratio and g-value, high levels of insulation and minimisation of internal heat gains are targeted. The majority of the dwellings would be east-west oriented, while the majority of south facing flats would be dual aspect to maximise natural ventilation and cooling of these units. Subject to the necessary mitigation measures set out within the energy statement being implemented, officers consider the scheme to be acceptable in this regard.

External amenity space and child play space

135. Each 1 and 2 bed unit would have a private balcony or terrace of at least 5 sqm, which would comply with the Mayor's Housing SPG (which requires 5 sqm external amenity space for 1-2 bed units, with an extra 1sqm per additional occupant). One of the 3bed units (Unit 03-04) would be slightly under the 7sqm London Plan requirement, at 6.2 sqm. However given this is a minor shortfall, and that this dwelling would otherwise provide a good standard of accommodation given it is dual aspect and exceeds minimum space standards, this is considered acceptable.

136. To fully meet DMP19 targets, all units would require access to 20 sqm of amenity space, representing a cumulative total of 1300 sqm. However, officers consider there is some flexibility in this policy, as it states that this would 'normally be expected', and the supporting text to this policy (para. 10.39) stating that 'where sufficient private amenity space cannot be achieved to meet the full requirement of the policy, the remainder should be supplied in the form of communal amenity space.'

137. As the table below illustrates, while there would be an overall shortfall of 439sqm in terms of private amenity space across the scheme, this is comfortably met by the 1040 sqm provision of communal amenity space throughout the site. This takes the form of the main internal courtyard and community garden at first floor level (totalling 850sqm), with the remainder a rooftop garden at fifth floor level. Although the rooftop garden would be accessed only by residents of the Eastern block, there is sufficient communal space at first floor level to meet the requirements of the other residents.

	1bed	2bed	3bed	4bed	5bed
No. of homes	26	18	10	7	4
Balcony size per unit	5-12.5 sqm	6.5 - 50 sqm	6.2 – 13 sqm	11.5 – 54 sqm	42- 44 sqm
DMP19 standard	20sqm	20sqm	20sqm	20sqm	20sqm
Shortfall against DMP19 target per unit	7.5 – 15 sqm	0 – 13.5 sqm	7 – 13.8 sqm	0 – 9.5 sqm	0 sqm
Total shortfall against DMP19 target	306.2 sqm	100.5 sqm	116.8 sqm	5.5 sqm	N/A (90 sqm in excess)
Cumulative total shortfall against DMP19	Total requirement: 1300 sqm Shortfall: 439 sqm				
Communal amenity space	1040sqm				
Effective excess	601 sqm				

138. It is important to note that this communal amenity space would be of a high quality, and a variety of types of spaces would be provided, catering for the needs of a range of resident user groups. The first floor space would also be wheelchair accessible. Officers therefore consider that the objectives of Policy DMP19 would be met.

139. The requirements for children's playspace have been calculated based on the GLA population yield calculator, which gives a requirement of 643 sqm. The proposals would offer 300sqm of play space within the site, split into three primary areas within the building, as well as a small 20sqm play space to the north-east of the application site. The play provision on-site will comprise the central garden, including large timber recliners for all ages, climbing elements for young children, and stepping stone pathways through the planting for exploration. The Community Garden will have designated play areas including trampolines, moundings and play specialised play equipment. Finally, the proposed roof garden would provide a sandpit and stepping stone trail. This would provide 100% of the 0-3 years requirement (i.e. 241 sqm), with additional opportunities for children aged 4-10 years.

140. It is acknowledged that there would be a significant shortfall in playspace provision for some of the 4-10 year olds, as well as for older children. However, the landscaping design and access statement adequately demonstrates that there is a good level of access to alternative parks and open spaces within walking distance of the site. This includes both Shakespeare Avenue open space and Stonebridge Recreation Ground between 200-400m away to the west of the site, Lawrence Avenue open space around 200m to the south, and both Brentfield open space and Gibbons Recreation Ground no more than 800m to the north of the site.

141. Given this context, the urban nature of the site and its constraints outlined in other sections of the report, and the high quality landscaping and play space illustrated in the wider masterplan, it is considered that the level of play space provision is appropriate and, subject to a financial contribution towards playspace improvements elsewhere in the borough, would be in accordance with London Plan policy 3.6. The GLA have also acknowledged these factors, and consider that a financial contribution towards off-site playspace for 5-11 year olds would be appropriate. The applicant has stated willingness to make this contribution, and officers consider this should be secured by condition.

Conclusion

142. The proposal is considered to result in a good standard of accommodation for future residents in accordance with adopted and emerging policy, meeting the requirements of policy DMP19, emerging policy BH13 and the Mayor's Housing SPG.

Highways and Transportation

Car parking

143. As the site has good access to public transport services, the lower residential car parking allowances set out in Table 6 at Appendix 1 of the adopted DMP 2016 apply, although the location of the site to the west of the Dudding Hill railway line means the higher employment allowances set out in Table 3 of the DMP apply.

144. The proposed development would be allowed up to 58 off-street parking spaces for the flats, plus three spaces for the workspace. As above, parking for the college is not permitted unless justified through the Transport Assessment. The proposed provision of just nine car parking spaces, of which seven are wide bays for disabled persons, therefore accords with maximum standards and meets London Plan requirements. Officers recommend a condition to ensure that two of these spaces are provided with active electric charging points from first occupation of the development, with the remainder having passive provision. This condition has been attached.

145. Policy DMP12 does require that any overspill parking can be safely accommodated on-street though. In this respect, the flats are all proposed for social housing, which as a proxy is estimated to generate parking demand at 50% of the maximum allowance (i.e. 29 spaces). This matches almost exactly with car ownership data for flats in the area taken from the 2011 Census, so is considered to be a reliable figure.

146. Although Morland Gardens is not heavily parked at night, it does not have sufficient capacity to safely accommodate this level of additional parking demand. However, the area does generally have some on-street parking controls, with a Wembley Stadium event day CPZ operating around the site and year-round CPZ's on roads to the east of Brentfield Road/Knatchbull Road.

147. To mitigate against potential concerns regarding overspill parking, it is therefore recommended that a the development is 'parking permit restricted', withdrawing the right of future residents to parking permits within the existing Wembley Stadium Event Day CPZ or any extensions to CPZ's around the site that are implemented in the future. To help facilitate this, a financial contribution of £32,500 is recommended towards the costs of extending a year-round CPZ into the Morland Gardens area, subject to the results of public consultation. A condition is attached to ensure this is secured.

Vehicular access and servicing

148. Concerns were initially raised by highways officers regarding the single-width car park access ramp to the southern end of Morland Gardens. Amendments to the ramp have therefore been made and although the general width and gradient remain unaltered at 3.3m and 10% respectively, the access has been widened to 5.3m for the first 7.5m from Morland Gardens. This will now allow two cars to pass one another clear of Morland Gardens and allow vehicles to wait in front of the proposed traffic-signal system when showing red without obstructing the public highway. This is now considered an acceptable position, subject to the widening of the associated crossover. This is subject to the existing access from Hillside being reinstated to footway at the applicant's expense. Officers propose a condition to ensure this is undertaken before any part of the development is occupied.

149. With regard to servicing, the originally proposed loading bay accessed from Hillside has been omitted from the scheme, following officers' concerns that such a loading bay would restrict space on the footway to this elevation, causing pedestrian access and safety concerns. All servicing would now take place from

Morland Gardens instead, with a revised layout plan received showing an appropriate turning head and space for loading by service and refuse vehicles, with a collection day bin store provided in the north-eastern corner of the building to allow easy access. Tracking has been provided to show that refuse vehicles can turn in this area, as long as the turning area is provided with double yellow lines to prevent parking.

150. This servicing area will be convenient for the relocated refuse store and the college, but less so for the lower ground floor workspace. However, to ensure that future users of the workspace are aware of the servicing proposals and to also manage the number and timing of deliveries to the site to ensure the loading area does not become congested, officers recommend a condition to ensure a Delivery and Servicing Management Plan is agreed before any part of the development is occupied. This should also set out a convenient trolley route between the loading area and the workspace to minimise the temptation to load from Hillside instead. Subject to this condition, the revised delivery and servicing arrangements are considered acceptable.

151. Transport for London (TfL) have also confirmed that the revised servicing arrangements are acceptable.

Cycle parking

152. Two internal storerooms are proposed that provide sufficient secure long-stay storage capacity (155 spaces on two-tier racks) for the proposed flats, college and workspace uses. The layout of these stores has been revised to allow for seven non-standard or adapted bikes (such as cargo bikes or tricycles), as well as increased aisle widths to ensure spaces are easily accessed, following TfL concerns.

153. Externally, a further 18 stands (36 spaces) would be provided for college visitors in the re-landscaped area of highway to the east of the site on Morland Gardens, and a further two stands would be provided to the Hillside frontage for visitors to the residential units and workspace. These arrangements are considered acceptable. TfL have welcomed these improvements, which now comply with London Cycling Design Standards.

Pedestrian accessibility

154. Pedestrian access to the building is proposed directly from Hillside (in the case of the workspace and residential units) and from Brentfield Road (in the case of the college), which is considered acceptable. The building is to be partially constructed on an existing area of footway though, and officers recommend a condition to ensure that these works are stopped up as highway under S247 of the Town & Country Planning Act 1990 prior to any works commencing on site. Adequate footway will be retained around the site, so this would be acceptable in principle, provided the developer ensures that all utility company services within the existing highway (BT, electricity & water services have been identified) are diverted at their own expense. An informative is attached to advise of this.

Other highways works and external lighting

155. Once the stopping up is completed, the remaining area of highway fronting the site is proposed to be re-landscaped, which is welcomed in principle. Revised drawings have been submitted demonstrating that concrete slabs would be used for the adopted footways, rather than granite slabs, which is considered acceptable following officers concerns that granite would not be a suitable surface for delivery vehicles within the footway loading bay. Subject to a condition ensuring all landscaping and highway works are undertaken through a S38/S278 Agreement, this is considered acceptable.

156. An external lighting scheme for the site has also been included with the submission. For the landscaping area on Morland Gardens, five 4m high lighting columns and six illuminated bollards are proposed, along with 16 tree uplighters along the future area of adopted highway fronting the site. These are in addition to the existing street lighting in the area, which will be retained.

157. These are designed to provide horizontal illuminance of 20 lux in front of the college entrance and for the footway loading bay, 10 lux for the footways around the end of Morland Gardens and 5 lux for the widened footway along Hillside. These lighting levels are considered appropriate for their contexts.

158. Within the site, 12 wall-mounted floodlights are proposed for the car park and access ramp, supplemented by eight ceiling mounted lights. These are designed to provide average illuminance of 30 lux along the access ramp and 75 lux in the car park, increased to 75-100 lux along the ramp. These levels are

considered acceptable, and the lighting scheme as a whole is appropriate for the scheme.

Trip Generation and Travel Plans

159. A Transport Impact Assessment and Transport Statement have been submitted with the application and assessed by highways officers. In order to understand the level of movement associated with the existing college building, counts of vehicular and pedestrian/cyclist movements were undertaken over two days in March 2019. These showed pedestrian/cyclist movements of up to 50 trips (32 arrivals/18 departures) in the am peak hour (8-9am) and 91 trips (45 arrivals/46 departures) in the pm peak hour (5-6pm). Vehicle trips totalled up to 10 movements in each peak hour. The busiest time period for arrivals was 9-10am, with the majority of departures being spread fairly evenly between 11am-5pm.

160. Interview surveys were also undertaken to establish existing modal share. This identified 42% of visitors using public transport (38% bus and 4% rail), 34% walking, 23% travelling by car and 1% by bike. The above trip numbers were then growthed up by 65% to reflect the proposed increase in the floor area of the college building, with most trips by car then reassigned to other modes to reflect the fact that no off-street parking will be provided in future (although this does depend upon a CPZ being introduced to deter on-street parking occurring instead).

161. Trip rate estimates for the proposed workspace and the residential flats were based upon surveys of similar developments elsewhere in London. Census data for Brent was then used to assign these trips to different modes, with adjustments again made to car journeys to reflect the restraint on car parking within the site.

162. A cumulative count of residential, college and workspace trips gives predicted total peak hour movements by all modes of transport of 89 arrivals/81 departures in the am peak hour (8-9am) and 84 arrivals/115 departures in the pm peak hour (5-6pm), giving a net increase of about 110 movements in each peak hour compared with the existing situation. Due to the restraint in car parking, the number of vehicular trips to and from the site should fall as a result of this proposal (assuming on-street parking can be controlled), which would have a positive impact on traffic flow and congestion in the area.

163. However, if people do still choose to drive to the site, the development could be expected to generate about 40 extra vehicle movements in the area. However, as vehicles would not be able to park on site, these movements would be spread around the surrounding area, which means traffic would be unlikely to have any significant impact on any one particular road junction.

164. The applicant has also considered the potential impact on on-street parking if no CPZ is introduced in the area to restrain overspill parking. To do this, daytime and overnight parking surveys were undertaken to establish how heavily parked the surrounding streets are. These showed that parking spaces in the area were no more than 62% parked during the day, leaving over 100 spare spaces. Similarly at night, most streets (incl. Morland Gardens) were shown to be lightly parked. As such, there would be no immediate concerns regarding parking if the site opens ahead of a CPZ being introduced. However, CPZ contribution and 'car-free' agreement remain important to help manage traffic and parking in the longer term, given the likely cumulative impact of this development and consented schemes in the surrounding area, for example at Stonebridge Open Space, Hillside and Open Space at Milton Avenue (planning ref. 18/4943).

165. For other modes of transport, the development is predicted to generate 80-90 extra public transport movements in each peak hour. This averages approximately one additional passenger per bus and train passing close to the site, which is not generally considered significant enough to cause concern. However, Transport for London (TfL) requested further public transport impact assessments to ensure impacts on local services were fully assessed. These have been undertaken, and TfL are satisfied that impacts would be acceptable, subject to a contribution of £383,500 provided towards local bus networks and enhanced services. Officers have attached a condition to ensure this contribution is secured.

166. With regard to active travel modes, the development is estimated to generate an additional 30-40 walking trips and three cycling trips per peak hour. PERS and CLoS audits of pedestrian and cycle routes in the area were undertaken to better understand where facilities might be improved, as a focus for the use of any CIL funds.

167. In terms of cycle routes, nine routes to key destinations in the area were examined. No critical failings in terms of the quality of any of the routes were identified. However, some of the closest roads to the site, in particular the Hillside/Craven Park corridor scored less well and TfL's proposals for a high quality cycle route linking Wembley to Willesden Junction station, which passes directly in front of this site, will help to address

this. This should be a key focus for any CIL funds towards cycling infrastructure.

168. The PERS audit also generally found pedestrian routes in the area to be good, but did identify scope for improvements to the pedestrian crossing facilities at the Brentfield Road/Hillside/ Knatchbull Road/Craven Park junction and to footway widths along Knatchbull Road which are very constrained in a number of places by street trees and bus shelters. Again, the cycle route along Hillside and across this signalised junction will involve amendments to the junction and approaches and will provide an opportunity to address some of these issues, so this should again form the main focus for any CIL funding.

169. To help to manage travel amongst future residents and employees, Residential and Workplace Travel Plan Statements have been submitted. These are not full Travel Plans, but this is considered acceptable for the amount of workspace and the number of flats proposed in the development.

170. The Travel Plans commit to the appointment of a part-time Travel Plan Co-ordinator by the building's Management Company. The TPC will largely be responsible for the provision of measures to increase the availability of travel information (maps, timetables etc.) through noticeboard displays, Welcome Packs, personalised journey planning etc., along with participation in walking and cycling promotional campaigns, negotiation of discounts with bike shops etc. and raising awareness of the Governments Cycle to Work scheme and car share databases. A condition to require the implementation of the submitted Workplace and Residential Travel Plan Statement has been attached.

171. However, the biggest generator of trips to and from the site will continue to be the college, but no Travel Plan has been submitted for this use. As it meets the threshold for a Travel Plan and as there is no CPZ in the area to help to limit car use, a full College Travel Plan will be required and this should also be secured by condition, to include the setting of targets for reducing car use (based on the surveys of the existing travel patterns) and a regime for the future monitoring of the Travel Plan's success. Officers have attached a condition ensuring this is submitted and approved before this use commences.

Construction Logistics

172. Finally, no information has yet been submitted regarding construction and a condition requiring the submission and approval of a Construction Logistics Plan prior to works starting is therefore sought, both by the Council's highways officer and TfL. Officers have attached a condition on this basis.

Conclusion

173. The Council's highways officers and TfL are satisfied that the proposed development would be acceptable in highways and sustainable transport terms, subject to the stopping up of the existing highway land on Morland Gardens at the eastern end of the site under S247 of the Town & Country Planning Act 1990, and the conditions outlined in the report above. It would therefore accord with policies DMP12 and DMP13 of Brent's Local Plan, policies BT1 and BT2 of the emerging Local Plan, policies 6.9 and 6.13 of the London Plan and policies T2, T6 and T7 of the Intend to Publish London Plan.

Environmental Health considerations

Air quality

174. An air quality assessment considering the impacts of the proposed redevelopment of the site on air quality has been submitted. 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 impact of heating plant emissions. This has been reviewed by Brent's regulatory services team.

175. The assessment is sufficiently robust and detailed, considering the potential emissions to the area associated with the development as well as the potential impact on receptors to the development. Officers acknowledge that there is the potential for high levels of nitrous oxide associated with pollution from adjoining streets to impact on the lower floors of the building (lower ground to second floor). However officers consider that sufficient mitigation measures can be put in place to ensure new openings at lower levels, with air source heat pumps to be installed to ensure a mechanical ventilation system can be used on these floors, rather than having to rely on opening windows for cooling.. Subject to a condition requiring these to be implemented and in operation before any use of the building commences, the development meets the air quality neutral criteria in accordance with adopted and emerging policy.

176. The GLA have asked for confirmation regarding the use of gas-fired boilers within the development.

The applicant has stated that the proposals would not involve the use of gas-fired boilers, with all energy provided via air-source heat pumps and transferred to the different uses in the building by a Low Temperature Heat Network. However, a condition will be attached to ensure that, before first occupation of the development, full details of the proposed heating strategy will be submitted for approval to ensure this issue is adequately addressed.

Noise from end use and impact of existing noise on proposed units

177. The Mayor's intend to publish London Plan Policy D10 requires applicants to take account of the Agent of Change principle and consider and mitigate for existing noise and other nuisance generating uses in a sensitive manner in new development. A noise impact assessment was submitted with the application, and assessed both by the GLA and the Council's regulatory services (Noise) team.

178. Both GLA and council officers raised initial concerns that the submitted noise assessment only considered the impact of noise on the development; the applicant should consider the impacts of noise from the development on neighbouring and on site residential uses and propose appropriate mitigation measures. There were also concerns that the proposed expanded further education college has the potential to generate additional noise, which could affect both future occupiers on upper floors of the proposed building, and surrounding properties.

179. A revised assessment was submitted responding to these concerns. It is acknowledged that some of the workspace, classrooms and residential units opening onto Hillside would experience high noise levels due to noise from road traffic. The assessment provides a robust glazing specification for residential windows within the proposed building, to ensure acceptable internal noise levels. The applicant has also confirmed that an average of 200 people would use the college during mornings and afternoons, with this reducing to an average of 60 during weekday evenings. However it is recognised that some noise may be generated from students congregating outside the building and in communal areas, and officers therefore attach a condition requiring a User Management Plan to be submitted for approval before the use commences, to ensure this is adequately mitigated. Subject to this, officers consider that there would not be significant noise disturbance to future residential occupiers of the building, or those in surrounding properties, from the proposed uses at lower levels.

Construction noise and nuisance

180. Objections have been received from adjoining occupiers regarding noise and disturbance during the construction process. The development is also within an Air Quality Management Area and located very close to other residential and commercial premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours.

181. 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.

182. 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 (both adopted and emerging documents).

Contaminated land

183. The applicant has submitted an initial site investigation report and this has been reviewed by the Council's Regulatory Services team. The report concludes that soil remediation is required and also due to the CO₂ levels being above 5%v/v then CS2 category exists and therefore gas protection measures are required. Officers are satisfied that the proposals are acceptable, subject to conditions requiring further site investigation works following demolition of the existing building, and any remediation works arising from this to be completed before first occupation or use.

Lighting

184. The Council's Regulatory Services team have reviewed the proposed external lighting strategy and, although this appears acceptable in principle, request further details of illuminance levels at the nearest residential windows. A condition is attached to require this information is submitted and approved by the Local Planning Authority before any of the residential units are occupied.

Sustainability and energy

185. Planning applications for major development are required to be supported by a Sustainability Statement in accordance with Policy CP19, demonstrating at the design stage how sustainable design and construction measures would mitigate and adapt to climate change over the lifetime of the development, including limiting water use to 105 litres per day. Major commercial floorspace is required to achieve a BREEAM 'Excellent' rating and this also needs to be clearly evidenced. Policy DMP9B of Brent's Local Plan also requires sustainable drainage measures to be adequately implemented.

186. Major residential developments are expected to achieve zero carbon standards, including a 35% reduction on Building Regulations 2013 Target Emission Rates (TER) achieved on site, in accordance with London Plan Policy 5.2. An Energy Assessment is required, clearly outlining how these standards would be achieved and identifying, where necessary, an appropriate financial contribution to Brent's carbon-offsetting fund to compensate for residual carbon emissions.

187. In terms of non-domestic floorspace, the policy target is a 35% on-site reduction, and this must be separately evidenced within a submitted Energy Assessment. However, significant weight is also placed on the Intend to Publish London Plan policy SI2, which applies the zero carbon standard (with 35% reduction on on-site emissions) to both residential and commercial elements of the scheme.

Carbon emissions

188. The energy assessment submitted sets how the London Plan energy hierarchy has been applied, with carbon emissions savings identified from passive energy saving measures including low fabric U-values, and the implementation of an on-site heat network served by air source heat pumps, which would be used throughout the building. Cooling demand has been assessed for both the residential and non-residential elements of the scheme, in line with GLA requirements.

189. The assessment demonstrates that the scheme would deliver a 39% reduction in carbon emissions below the 2019 Building Regulations baseline, which is broken down into the residential and non-residential elements in the table below:

	Residential (Tonnes CO2 p.a. / % reduction)	Non-residential (Tonnes CO2 p.a./ % reduction)	Site wide (Tonnes CO2 p.a./ % reduction)
Savings from energy demand ('Be Lean')	1 (10%)	7 (17%)	8 (16%)
Savings from Heat Network ('Be Clean')	-1 (-8%)	0 (0%)	-1 (-1%)
Savings from renewable energy ('Be Green')	6 (71%)	6 (14%)	12 (24%)
Total	6 (73%)	13 (31%)	• (39%)

190. The assessment demonstrates that a significant amount of this carbon reduction would be achieved on site through the use of renewable technologies, with air source heat pumps installed to the roof. The applicant has been encouraged to achieve zero carbon on the site, however it is acknowledged that there is no potential to connect to any local district heating networks, while the use of heat pumps does increase residential emissions. Additionally, the need to provide communal amenity space to part of the roofs, as well as the heat pumps, has limited the scope to provide PV panels.

191. Nevertheless, the scheme achieves the baseline 35% reduction in carbon emissions for both its residential and non-residential parts. A carbon offsetting contribution of £7,193 has been confirmed to account for the shortfall below the zero carbon target, in line with London Plan guidance.

192. With regard to the non-residential elements of the scheme, a BREEAM Pre-Assessment has been submitted and this demonstrates that the scheme would achieve an 'Excellent' rating, with the college

achieving a target of 72.99% and the affordable workspace achieving 71.55%. The BREEAM assessment notes that there may be scope to improve these scores in certain parts of the design process, while other credits may be at risk. Officers therefore recommend a condition ensuring the submission of a final stage BREEAM assessment to ensure that, as the design stages of the proposed development evolves, an Excellent rating is achieved. The GLA have also confirmed, following clarifications, that the approach adopted has been fully justified and accords with relevant London Plan policies.

Sustainable design

193. The submitted Sustainability Statement outlined a number of sustainable design measures which would be incorporated into both the residential and non-residential elements of the scheme. These include measures (including the use of individual water meters and flow restrictors) to ensure the residential dwellings would be limited to water consumption of less than 105 litres per person per day. The college and affordable workspace elements are targeting around 25% reduction over baseline water consumption, which is a significant benefit of the scheme and the GLA confirm would be possible. Officers recommend a condition to ensure that water consumption is restricted to less than 105 litres per person per day as identified above.

194. In addition, water efficiency measures would be used within the landscaped areas, while green roofs would play a key role in achieving a high level of sustainable drainage across the scheme. The site is not subject to any surface water flood risk or in a critical drainage area.

195. Further sustainable design measures incorporated into the scheme include the use of sustainable materials and products with strong environmental credentials, as well as minimising construction waste, and future-proofing the building to adapt to climate change. These measures are considered appropriate and would accord with both Local and London Plan policies.

Urban greening

196. In line with London Plan Policy 5.10 and policies G1 and G5 of the Intend to Publish version, urban greening should be embedded as a fundamental aspect of site and building design. Emerging Policy G5 London Plan sets out an Urban Greening Factor (UGF) to identify the appropriate amount of urban greening required in new developments, with the aim of meeting the target of 0.4 for predominantly residential schemes.

197. The proposal includes a variety of new green infrastructure, including a re-provided public garden, as well as extensive podium planting and green roofs. Although the GLA commented that the proposed development presents a well-considered approach to integrating green infrastructure and urban greening, the scheme would initially only reach a UGF of 0.2, and therefore well below their targets. The applicant has responded to this by improving the quality and size of green roofs, with the roof of the western block now designed as an intensive green roof and part of the roof to the eastern block re-configured as an intensive green roof.

198. As a result of these changes, the UGF has increased to 0.31. While this still falls short of the recommended target, officers consider that the applicants have exhausted all reasonable opportunities to maximise greening on site. The remainder of the roofspace is required either as external amenity space or for the proposed air-source heat pumps, while some of the remaining land around the site is still required for car parking and cannot be landscaped.

Trees and landscaping

199. A tree survey and arboricultural impact assessment have been submitted with the application. The survey and assessment identify that although the site is largely hard surfaced, there are a number of Category B trees to the western boundary of the site, as well as a cluster within the public realm on Brentfield Road. None of these trees is subject to a Tree Preservation Order.

200. The proposals would require the removal of all these trees, with a total of 39 category B and C trees and a single Category U Tree removed in to accommodate the proposed development. A further six trees, identified as Category B and C trees, are located immediately abutting or very close to the northern boundary of the site, within the demise of 2 Morland Gardens. These trees would all be retained, but would require particular measures to be implemented during construction works to protect root areas.

201. The Council's arboricultural officer has been consulted on the application. The Category B trees have

a moderate value, and the group of trees to the Brentfield Road elevation in particular contribute to local visual amenity. While the loss of these is regrettable, the applicant has set out a detailed landscaping strategy which would see the re-planting of trees along both Brentfield Road and Hillside, within an improved public realm. Importantly, the existing London Plane tree to Brentfield Road would be retained.

202. The strategy indicates a variety of tree species would be planted, including Maple and Accolade Cherry trees, and further significant tree planting (as well as a scheme of detailed soft and hard landscaping) would take place within the residents' communal gardens. The council's arboricultural officer has confirmed that the strategy is acceptable in principle, and would mitigate for the tree losses surrounding the site, particularly as there would be no Category A trees being lost and new street trees would be introduced to the Hillside frontage in particular.

203. A full landscaping strategy, including details of all species of all new trees, shrubs and hedges, will be secured via condition. The outline strategy demonstrates a range of landscaped areas will be provided across the development, including a community garden, and green and biodiverse roofs. Officers therefore are satisfied that the applicants would deliver a high quality landscaping scheme, further enhancing the contribution the proposals would make to the local townscape and meeting the needs of future users and occupiers of the building.

Ecology and biodiversity

204. The site is not within a designated wildlife corridor and the parts not currently built on are largely hard surfaced. However, a Preliminary Ecological Appraisal has been submitted with the application. In addition, the applicants have considered that the Victorian-era parts of the existing building have high potential to support roosting bats, and therefore a preliminary Bat Roost Assessment has also been submitted.

205. The appraisal concluded that the key ecological features on site are the areas of mature and semi-mature trees. The habitats on/adjacent to the site also have the potential to support protected/notable species including bats, badger, hedgehog and birds. The preliminary report makes a number of recommendations, including biodiversity enhancement measures within the landscaping scheme, and controls over lighting, vegetation clearance and protection/ enhancement of trees (where possible). Subject to a condition requiring these measures (where possible) to be implemented, the proposed scheme would be acceptable in ecological terms.

206. The bat roost assessment indicates that there are gaps around the soffit of this part of the building, as well as around brickwork, for bats to access the building. The report makes a number of recommendations in response to this, most significantly the need to submit dusk emergence/ re-entry surveys during the survey season (i.e. May to September) to determine whether there are any bats present on site. Further recommendations include the need to update the survey to account for any bat emergence within other parts of the building, and/ or within surrounding trees (although this is considered unlikely), as well as ensuring any external lighting is minimised to reduced light pollution. Officers consider that, subject to a condition ensuring these measures are fully implemented before/ during works, the proposals would be acceptable.

207. It should also be added that the scheme includes a high quality soft landscaping scheme, with green roofs and a high degree of planting in a number of areas across the development, and this would contribute to enhancing wildlife and biodiversity.

Flood risk and drainage

208. The site falls within flood zone 1 of the Environment Agency's flood designations (the lowest flood risk). Nonetheless, given the scale of the development, the applicant has submitted 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.

209. 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 drainage strategy are adhered to throughout the development.

210. Thames Water has also reviewed the application and have raised no in principle objections to the

application. However, they have requested a condition requiring confirmation that sufficient surface water network upgrades have been implemented before any of the flats are occupied. They have also provided information relating to the proximity of the development to underground wastewater assets. This information will be communicated to the applicant by way of informative.

Wind and microclimate

211. 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.

212. Wind conditions have been tested at both pedestrian level and at higher podium and roof terrace levels with the proposed development in place, as well as being tested separately to take into consideration consented developments in the surrounding area (i.e. Stonebridge Open Space, Hillside and Open Space at Milton Avenue (planning ref. 16/0077)). The results account for both winter and summer seasonal variations.

213. The assessment concludes that occupiers and users of the proposed development in any uncomfortably windy conditions, with conditions ranging from suitable for sitting to strolling use during the windiest season. During the summer season, amenity spaces would predominantly be suitable for sitting and standing use, with isolated areas suitable for strolling use. There would be some parts providing windier than normal conditions, which include the following:

- Southern end of the Sky Garden;
- Entrances along the southern and northern facades of the Sky Garden;
- Along the boundary of the eastern terraces; and
- Balconies situated on the western façade and south-western corner of the eastern tower.

214. However, the assessment demonstrates that there would be no instances of winds exceeding the safety threshold within any part of the proposed development.

215. The introduction of the nearby consented scheme would not result in any significant change in these wind conditions ranging from suitable for sitting to strolling use during the windiest season, with the same areas outlined above exposed to slightly windier conditions, but not to a level which would be deemed unsafe.

216. The assessment sets out a number of wind mitigation measures which would therefore be required to achieve suitable wind conditions, which include the use of taller trees and soft landscaping to the proposed sky garden, and 1.5m high balustrades to the boundaries of east facing terraces, and to the balconies situated on the western façade and south-western corner of the eastern tower. With the implementation of the recommended wind mitigation measures, conditions would be expected to be suitable for the intended usage.

217. It is considered that these elements may have some design and amenity implications, but should where possible be worked into the agreed landscaping strategy, which officers have already proposed should be dealt with by condition.

Fire safety

218. Fire safety is formally considered at Building Regulations stage, however the applicants have clarified a fire safety strategy within their planning submission, and officers acknowledge that Policy D12 (Fire safety) of the Intend to Publish London Plan now carries some weight. This requires a fire statement, produced by a third party suitable qualified assessor, to be submitted with the application.

219. It is important to note that the main fire service vehicle access is along Hillside and (to a lesser extent) along Brentfield Road, providing access to the dry riser inlets within the western and eastern residential blocks, as well as perimeter access to the non-residential uses at lower floors. The GLA has sought clarification on emergency access arrangements, with muster points for the college around Morland Gardens. However it has been confirmed that, given emergency vehicle access would be to the south and east, this would not prejudice or obstruct fire services accessing the site.

220. Clarification has also been sought from the GLA regarding the provision of fire evacuation lifts to each building core. The applicant has clarified that both 'firefighting' and fire evacuation lifts would be provided to the west and east residential cores, and the fire service would have access to both in the case of emergency in order to facilitate the evacuation of disabled/ wheelchair occupiers. The GLA have confirmed they are satisfied with these arrangements. On this basis, the proposals accord with Policy D12 of the Intend to Publish London Plan.

Statement of Community Involvement

221. The applicant has set out the level of pre-consultation that was carried out, as required through the Localism Act (2011). Four consultation events were carried out between 2nd April and 17th May 2019, all taking place at the existing Stonebridge Centre. The first of these concentrated on the re-provision of the college, and focused on current staff and students of the College. 102 responses were received during this initial event, with 87% approving of the re-development of the college in principle.

222. Further consultation events were aimed at Stonebridge residents and local stakeholders, including local history and heritage groups. The option for retaining the existing college, and in particular the important elements of the locally listed building, were explored in great detail as a result of these events. Further studies were undertaken to re-examine the impact of the buildings' retention on the development proposals, and also a study to explore the possibility of relocating the tower element of the Victorian villa to another part of the site. This study also considered potential alternative uses of the tower in its new location. The findings of these studies were reported back and displayed at consultation events 3 and 4 (both in May 2019).

Equalities

223. 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).

Conclusion

224. Section 38(6) of the Town and Country Planning Act states that the determination of any planning application must be made in accordance with the development plan unless material considerations indicate otherwise. Officers acknowledge that the proposal would involve the loss of a locally listed building, resulting in the total loss of its significance and would therefore be contrary to Policy DMP7 of the Local Plan, and London Plan policy 7.8. It must therefore be concluded that the application does not accord with the development plan.

225. However, the report goes on to robustly demonstrate that there would very significant public benefits, most notably the social, economic and environmental public benefits delivered by the proposed scheme, which include the provision of a much improved adult education facility and the creation of 65 affordable dwellings, including larger family homes, for which there is an acute need in the borough. Those social and economic benefits are in the view of Officers sufficient significantly to outweigh the harm caused by the loss of the heritage asset including the less than substantial harm to a Grade II listed building and to justify a departure from the development plan in this instance. The balance is then tipped even further in favour of the development by the fact that the replacement building would also be of exemplary design, contributing positively to the townscape and the character of the local area. Even were members to disagree with Officers view on the quality of the replacement building and its positive contribution to the townscape, the case in favour of the grant of planning permission would remain a clear and convincing one. The scheme would also provide a good standard of residential accommodation (including policy compliant levels of external amenity space) for all future occupiers, and would have an acceptable impact on and relationship with surrounding development.

226. Officers recommend the application for approval subject to the conditions and informatives set out in this report.

CIL DETAILS

This application is liable to pay **£1,630,688.50** * 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): 1630 sq. m.

Total amount of floorspace on completion (G): 6550 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
(Mayoral) Dwelling houses	5800		4356.64	£0.00	£60.00	£0.00	£263,767.64
(Mayoral) Businesses and light industry	750		563.36	£0.00	£60.00	£0.00	£34,107.88
(Brent) Dwelling houses	5800		4356.64	£200.00	£0.00	£1,299,212.65	£0.00
(Brent) Businesses and light industry	750		563.36	£40.00	£0.00	£33,600.33	£0.00

BCIS figure for year in which the charging schedule took effect (Ic) BCIS figure for year in which the planning permission was granted (Ip) TOTAL CHARGEABLE AMOUNT	224	331
	334	
	£1,332,812.98	£297,875.52

*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: 20/0345

To: Mr Bottomley
Tibbalds
19 Maltings Place
London
SE1 3JB

I refer to your application dated **03/02/2020** proposing the following:

Demolition of existing buildings and erection of a new mixed use building ranging in height from two to nine storeys, to provide new homes (Use Class C3), affordable workspace (Use Class B1), new further education college (Use Class D1), with associated amenity areas, public realm improvements, car and cycle parking and refuse/recycling stores.

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

at **1 Morland Gardens, London, NW10 8DY**

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: 04/08/2020

Signature:

Gerry Ansell
Head of Planning and Development Services

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

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

- National Planning Policy Framework 2019
- 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):

1000 (OS Plan); 1001; 1002; 1100; 1101; 1102; 1103; 1104; 1105; 1106; 1107; 1108; 2000A; 2001A; 2100A; 2101A; 2250A; 2251A; 2252B; 2253B; 2254B; 2255B; 2256B; 2257B; 2258B; 2259B; 2260A; 2261A; 2300; 2301; 2302; 2303; 2304; 2305A; 2400; 2401; 2402; 2403; 2404; 2405.

Planning statement from Tibbalds (Rev 3) dated 21 Feb 2020;
 Design and access statement from CLTH dated January 2020;
 Landscape design and access statement from Planit-IE (ref. 2092-PLA-RP-L-0001-01) dated 20 Jan 2020;
 Historic Building Assessment from Compass Archaeology dated April 2019;
 Preliminary Ecological Assessment (ref. RT-MME-129781-03) from Middlemarch Environmental dated January 2019;
 Preliminary Bat Roost Assessment (ref. RT-MME-129781-04) from Middlemarch Environmental dated February 2019;
 Drainage Strategy Report (ref. 28058 v01) from Price & Myers dated 23rd August 2019;
 Foul Sewage and Utilities Assessment (plan ref. SOR014706);
 Daylight and sunlight assessment (within proposed development) from Right of Light Consulting dated 10 March 2020;
 Daylight and sunlight assessment (neighbouring properties) from Right of Light Consulting dated 31 July 2020;
 BS 5837:2012 Arboricultural Impact Assessment (ref. RT-MME-129781-02) from Middlemarch Environmental dated September 2019;
 Arboricultural Method Statement (ref. RT-MME-130722-01) from Middlemarch Environmental dated September 2019;
 Site investigation report and basement impact assessment (ref. 10363/MR/JRCB Rev 2) from StructureMode Ltd dated 23 August 2019;
 Report on Ground Movement Analysis (ref. 10363A/ JRCB Rev 1) from StructureMode Ltd dated 19 August 2019;
 Air Quality assessment (including Air Quality Neutral assessment) (ref. AQ1532) from GEM Air Quality Ltd dated October 2019;
 Energy, Sustainability and BREEAM assessment (ref. J6576 Rev 3) from Max Fordham LLP dated 17 March 2020;
 External Lighting assessment (including layout plans ref. 6576-MXF-XX-ZZ-DR-E-31100 Rev P01 and MXF-SK-V(41)001) from Max Fordham dated 23 August 2019 (Issue 2);
 Noise Impact Assessment (ref. 1700209-RP-NIA-0001.4-17012020.KD Rev 5) from MZA Acoustics dated April 2020;
 Transport statement (including appendices A-F) from Vectos dated September 2019;

Residential Travel Plan (ref. R04-YA) from Vectos dated 10 Sep 2019;
Work Place Travel Plan (ref. R05-YA) from Vectos dated 10 Sep 2019;
Pedestrian Level Wind Microclimate Assessment (Ref. 1903642 PLW Rev A) from RWDI dated 6 Sep 2019;
Outline Fire Strategy Report (Stage 3b) from Fire Ingenuity dated July 2020

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% London Affordable Rent (at rents up to 70% 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 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 The Blue Badge parking spaces, cycle storage facilities and visitor cycle stands, and refuse storage shall be installed prior to occupation of the development hereby approved and thereafter retained and maintained for the lifetime of the development. The cycle storage facilities (both for occupiers and visitors) shall not be 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.

- 6 Prior to first occupation of the development hereby approved, an electric vehicle charging point shall be provided to two of the seven Blue Badge spaces provided, whilst the remaining spaces will provide passive charging facilities. The provision of electric vehicle charging points shall be in accordance with London Plan standards, providing both active and passive charging points.

Reason: To encourage the uptake of electric vehicles as part of the aims of London Plan policy 6.13.

- 7 Notwithstanding what is shown on the approved plans, the entrance doors along the Hillside boundary must not open outwards over the highway.

Reason: In the interests of highway and pedestrian safety.

- 8 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.

- 9 The development hereby approved should be built so that 89.2% of the residential units (58 of the total number) achieve Building Regulations requirement M4(2) – ‘accessible and adaptable dwellings’ and that the remaining 10.8% of the residential units (7 units) achieve Building Regulations requirement M4(3) m– ‘wheelchair user dwellings’.

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

- 10 A communal television aerial and satellite dish system shall be provided, linking to all residential units within the development unless otherwise agreed in writing by the local planning authority. 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.

- 11 Occupiers of the residential development hereby approved shall not be entitled to a Residents Parking Permit or Visitors Parking Permit to allow the parking of a motor car within the Controlled Parking Zone (CPZ) operating in the locality within which the development is situated unless the occupier is entitled; to be a holder of a Disabled Persons Badge issued pursuant to Section 21 of the Chronically Sick and Disabled Persons Act 1970. For the lifetime of the development written notification of this restriction shall be included in any licence transfer lease or tenancy agreement in respect of the residential development.

On, or after, practical completion but prior to any occupation of the residential development, hereby approved, written notification shall be submitted to the Local Highways Authority confirming the completion of the development and that the above restriction will be imposed on all future occupiers of the residential development.

The owner is required to inform any future occupant that they won't be entitled to a Residents Parking Permit or Visitors Parking Permit.

Any Parking Permit issued in error by the Council shall be surrendered should the Council request it.

Reason: In order to ensure that the development does not result in an increased demand for parking that cannot be safely met within the locality of the site.

- 12 Prior to occupation of any of the units hereby approved, details of appropriate screening to the roof terrace of Unit 01-16 at first floor level, and the community garden to the northern boundary at first floor level, shall be submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved plans.

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

- 13 All recommendations contained within the Preliminary Ecological Appraisal (ref. RT-MME-129781-03 - Middlemarch Environmental -January 2019) and the Preliminary Bat Roost Assessment (ref. RT-MME-129781-04 – Middlemarch Environmental – February 2019) 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.

- 14 The development hereby approved shall be carried out in full accordance with the details stipulated in the approved Drainage Strategy Report (ref. 28058 v01) from Price & Myers dated 23rd August 2019.

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

- 15 All wind mitigation measures outlined within the submitted microclimate assessment (RWDI – Pedestrian Level Wind Microclimate Assessment Ref. 1903642 PLW Rev A) from RWDI dated 6 Sep 2019 shall be implemented in full accordance with the submitted report prior to first occupation of the development hereby approved, with the exception of the proposed 1.5m high balustrades to the boundaries of east facing terraces, and to the balconies situated on the western façade and south-western corner of the eastern tower, which require further details to be submitted in accordance with condition 36.

Reason: To ensure that the development appropriately mitigates harm associated with internal or external microclimate conditions brought about by the development.

- 16 All tree protection measures as recommended within the submitted BS 5837:2012 Arboricultural Impact Assessment (ref. RT-MME-129781-02) and Method Statement (ref. RT-MME-130722-01) from Middlemarch Environmental dated September 2019 shall be adhered to throughout the construction of the development.

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

- 17 All measures set out within the Workplace and Residential Travel Plans hereby approved (both from Vectos dated September 2019) shall be fully implemented from first occupation of the respective uses.

Reason: In order that both the local planning authority may be satisfied as to the practicality, viability and sustainability of the Travel Plan for the site and to comply with London Plan (2016), Brent's Core Strategy (2010) and Brent's Development Management Policies (2016).

- 18 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.

- 19 Prior to the commencement of the development, a Construction Method Statement which incorporates a dust management plan shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise, construction traffic and other environmental impacts of the development. The approved statement shall be implemented throughout the duration of construction.

Reason: To safeguard the amenity of the neighbours by minimising impacts of the development that would otherwise give rise to nuisance.

- 20 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.

- 21 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

- 22 Prior to the occupation of the development, the applicant shall submit a report which provides evidence that the mitigation measures described in the approved Air Quality Impact Assessment (GEM Air Quality Ltd assessment ref AQ1532 dated October 19) have been implemented. The report is subject to the approval of the Local Planning Authority.

Reason: To ensure the safe development and secure occupancy of the site proposed for future users and occupiers.

- 23 (a) 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 and approved in writing by the Local Planning Authority prior to the commencement of building 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.

(b) Any soil remediation required by the Local Planning Authority shall be carried out in full. The development shall not be occupied until 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).

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

- 24 The development hereby approved shall be constructed to provide sound insulation against internally generated noise. This sound insulation scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the residential part of the development.

The proposal must comply with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal noise levels: For daytime (0700 - 2300) noise levels for living rooms and bedrooms the maximum noise levels are 35 dB LAeq (16hr). Outside of this time (2300 - 0700) the standard for bedrooms is 30 dB LAeq (8hr), 45 dB Lmax.

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the residents by reason of undue noise emission and/or unacceptable disturbance, in accordance with Brent's Noise Policy.

- 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 all trees to be planted within the site and on street, including details of size, density and species
 - (c) Details of external lighting
 - (d) Details of bat and bird boxes
 - (e) Details of boundary treatments within the site and along its boundaries
 - (f) Details of any external seating and other features
 - (g) Details of play equipment
 - (h) Details of a management plan for a minimum of 5 year period.

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 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 mitigation measures for the development's impacts on local bus capacity.

Reason: To ensure the development sustainably offsets its impact on the local transport network.

- 27 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 mitigation measures (in the form of a financial contribution) to local parking conditions, in the form of the introduction of a year-round Controlled Parking Zone in the vicinity of the site.

Reason: To ensure the development sustainably offsets its impact on the local transport network.

- 28 Prior to first occupation of the development hereby approved, the developer shall enter into a Memorandum of Understanding with the Local Planning Authority (in the form of a financial contribution) in order to provide appropriate mitigation measures for the shortfall in on-site playspace provision.

Reason: To ensure the development provide sufficient access to good quality, well-designed and secure play and informal recreation for children and young people, in line with London Plan policy 3.6.

- 29 Prior to the commencement of construction works (excluding demolition of the existing building on site), 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

- 30 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.

- 31 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, unless otherwise agreed in writing by the Local Planning Authority.

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

- 32 Prior to first use of the further education college hereby approved, a Community Use and Access Plan detailing community access arrangements for the further education college shall be submitted to and approved in writing by the Local Planning Authority. The Community Use and Access Plan shall include details of rates of hire (based upon those charged at other public facilities), terms of access, hours of use and management responsibilities.

The approved updated Community Use and Access Plan shall be brought into operation within 3 months of first use of the college and it shall remain in operation for the duration of the use of the development.

Reason: To secure well-managed, safe community access to the college, to ensure sufficient benefit to the public and to accord with Local Plan.

- 33 Prior to first affordable workspace use hereby approved, an Affordable Workspace Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Management Plan shall include details of which particular businesses and sectors will utilise the space, terms of access, management arrangements and a schedule of agreed rent levels.

The approved Management Plan shall be brought into operation within 3 months of first use of the workspace, and it shall remain in operation for the duration of the use of the development.

Reason: To secure well-managed and secure access to the affordable workspace for a variety of the Borough's businesses, to ensure sufficient benefit to the public and to accord with Local Plan.

- 34 The development shall not be occupied unless confirmation in writing has been submitted to and approved in writing by the Local Planning Authority, in consultation with Thames Water, that either 1) all surface water network upgrades required to accommodate the additional flows from the development have been completed; or 2) a housing and infrastructure phasing plan has

been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.

- 35 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 water 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 water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

- 36 Prior to the first occupation of the further education college use hereby approved, a travel plan for the further education college of sufficient quality to score a PASS rating when assessed under Transport for London's ATTrBuTE programme (or any replacement thereof), to incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets, shall be submitted to and approved in writing by the Local Planning Authority.

The travel plan shall include proposed measures for encouraging students and staff to cycle and/or use sustainable transport methods to commute to the college, including details of local cycle routes.

Upon first use of the college element of the development, the Travel Plan shall be fully implemented for the lifetime of the Development, or as amended by the agreement of the Local Planning Authority in writing.

Reason: In order to promote sustainable transport measures where on-street parking and manoeuvring may cause highway safety problems.

- 37 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.

- 38 (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

The approved Training and Employment Plan shall be implemented throughout the construction

phases of the development for the lifetime of the construction of the Development.

(b) No part of the building shall 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.

- 39 Prior to commencement of the development (save for demolition), the applicant shall make appropriate arrangements in writing to enter into an agreement with the Local Highway Authority to provide the following highway works:

- (i) Widen the public highway along the Hillside boundary of the site between the back of the existing footway and the proposed building;
- (ii) Amend the turning area at the southern end of Morland Gardens;
- (iii) Repave and re-landscape the existing footways along the Morland Gardens, Brentfield Road and Hillside frontage of the site;
- (iv) Widen the crossover from Morland Gardens to the proposed car park access; and
- (v) Remove the existing redundant crossover to Hillside and reinstate it to footway with full height kerbs, in general accordance with drawing no. 2092-PLA-XX-GF-DR-L-0101 Rev. 02.

Reason: In the interests of highway and pedestrian safety.

- 40 a) Within 3 months of practical completion of the development, an Energy Assessment Review shall be submitted to and approved in writing by the Local Planning Authority. This review by an approved independent body shall verify that the development has met or exceeded the following:

- (i) Minimum 35% improvement on Part L 2013 Building Regulations Target Emission Rate ("TER") for CO2 emissions;

If the review specifies that the development has failed to meet the above levels, and it has been satisfactorily demonstrated that it has not been possible or feasible to incorporate any of the measures proposed within the Energy Statement and/or the Sustainability Strategy then details of alternative measures or alternative means by which the impacts of the failure to implement the measures shall be submitted to and approved in writing by the Local Planning Authority within 2 months of the review, and implemented in full thereafter in accordance with a timescale agreed with the Local Planning Authority.

(b) 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 a satisfactory development which incorporates sustainability measures.

- 41 Prior to the first occupation of the development hereby approved, a delivery and servicing management plan for the development shall be submitted to and approved in writing by the Local Planning Authority.

The approved details shall thereafter be adhered to in full, unless otherwise agreed in writing by the Local Planning Authority.

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

- 42 Within six months of first occupation of the building, written confirmation of the following should be submitted to the Local Planning Authority:

- confirmation that, in co-operation with Willesden Local History Society, Brent Museum & Archives and the Council's Heritage officers, an adequate record of the history of 1 Morland

- Gardens, and its place in the origins and history of Stonebridge Park has been produced; a permanent display of that history material should be provided, at the applicant's expense, as part of the development, so that it can be easily seen by the public.

Reason: To ensure that the heritage of the existing building is adequately preserved and documented.

- 43 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 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:

"The proposed development is located within 15 metres of Thames Waters underground assets and as such, the development could cause the assets to fail if appropriate measures are not taken. Please read our guide 'working near our assets' to ensure your workings are in line with the necessary processes you need to follow if you're considering working above or near our pipes or other structures.<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>. 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

As required by Building regulations part H paragraph 2.36, Thames Water requests that the Applicant should incorporate within their proposal, protection to the property to prevent sewage flooding, by installing a positive pumped device (or equivalent reflecting technological advances), on the assumption that the sewerage network may surcharge to ground level during storm conditions. If as part of the basement development there is a proposal to discharge ground water to the public network, this would require a Groundwater Risk Management Permit from Thames Water. 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 will be undertaken 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. Please refer to the Wholesale; Business customers; Groundwater discharges section.

Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

- 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 developer must ensure that all utility company services within the existing highway (BT, electricity & water services have been identified) are diverted at their own expense.

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

12 August, 2020
04
16/5244

SITE INFORMATION

RECEIVED	5 December, 2016
WARD	Welsh Harp
PLANNING AREA	Brent Connects Willesden
LOCATION	St Nicholas Preparatory School, 22 Salmon Street, London, NW9 8PN
PROPOSAL	Proposed part single storey and part double storey side and rear extensions to the existing preparatory school.
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_131529</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 "16/5244" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

A. That the Committee resolve to GRANT planning permission subject to the prior completion of a legal agreement to secure the following planning obligations:

- Payment of the Council's legal and other professional costs in (a) preparing and completing the agreement and (b) monitoring and enforcing its performance
- To fund a 5 year period of travel plan monitoring (on the basis of a cost of £500 per travel plan survey), with travel plan surveys to take place on a termly basis during year 1 and, assuming sufficient progress, on a yearly basis in the following years.

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

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. Three year time limit
2. Approved plan
3. Materials to match existing
4. School attendance to not exceed 70 primary school pupils or 40 nursery pupils at any one time
5. Adhere to noise mitigation measures set out in Design and Access Statement
6. Details of cycle/scooter storage for staff and pupils to be submitted

Informatives


1. Party Wall Act
2. Building near boundary
3. London Living Wage
4. Fire Safety
5. Inclusive access

C. 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.

D. 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.

E. 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

 Brent	Planning Committee Map
Site address: St Nicholas Preparatory School, 22 Salmon Street, London, NW9 8PN	
© Crown copyright and database rights 2011 Ordnance Survey 100025260	



This map is indicative only.

PROPOSAL IN DETAIL

Proposed part single storey and part double storey side and rear extensions to the existing preparatory school.

EXISTING

The subject site comprises a large detached two storey building which is used as a preparatory school. The surrounding area is residential in nature and is characterised by detached two storey dwellings. The site is not located within a conservation area nor does it contain a listed building.

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:** Local consultation was carried out with 11 local households having submitted individual representations. These objections were, in one instance, also submitted on behalf of a local household by Barry Gardiner MP. In addition an objection was submitted by a consultant on behalf of 10 local households. Objections were generally made on grounds of: loss of daylight and sunlight, impact on views and local character, parents' disruptive road use when dropping off or picking up children along Salmon Street and the potential for this to increase with additional pupils and staff and a lack of incentives for the school to resolve this, potential noise disturbance from additional pupils and the timing of consultation.
2. **Principle:** The principle of the extension of a school to facilitate more pupils and staff is accepted and would provide additional primary school capacity and would be consistent with relevant planning policies promoting the provision and improvement of community infrastructure, including schools.
3. **Character and appearance:** The proposal's design is considered to have regard to the character of its parent building and its surroundings. The character of this property and that of its neighbour at no. 20 Salmon Street have a design coherence that is not shared with other houses along this part of Salmon Street and the proposed development would strengthen the design coherence between the pair.
4. **Impact on neighbouring amenity:** The proposal is not considered to result in a significant impact on the surrounding properties in terms of privacy, loss of light and outlook. The development complies with all design principles in respect of protecting neighbouring amenity set out in SPD1 and SPD2, aside from one instance in relation to the kitchen window at no. 20 Salmon Street, to which the proposed extension would marginally fall short of general guidance expectations within SPD1.
5. **Parking & highways impact:** At the initial stage of this application, highways officers were concerned about the disruption to Salmon Street during school drop-off and pick-up periods, owing to frequent disruptive driving by pupils' parents, and officers were not in a position to support the application at that stage. Nonetheless, the applicants submitted a revised travel plan which is positive in principle. The school has also demonstrated significant improvement in terms of disruption caused to Salmon Street. Officers now support the application on highways grounds, subject to the school's commitment to enter into a legal agreement to fund and be subjected to intensive travel plan performance monitoring for five years to help safeguard the continued improvement.
7. **Environmental health & noise:** The school has long been a site of education, including the long established use of the garden as a recreational space for pupils. Nonetheless, the school has set out a series of measures to reduce noise disturbance to surrounding properties which officers consider to be acceptable.

MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Assembly and leisure	0		0	0	
Businesses / research and development	0		0	0	
Businesses and light industry	0		0	0	
Businesses and offices	0		0	0	
Drinking establishments (2004)	0		0	0	
Financial and professional services	0		0	0	
General industrial	0		0	0	
Hot food take away (2004)	0		0	0	
Hotels	0		0	0	
Non-residential institutions	285.3		0	73.4	
Residential institutions	0		0	0	
Restaurants and cafes	0		0	0	
Shops	0		0	0	
Storage and distribution	0		0	0	

Monitoring Residential Breakdown

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

Relevant Planning History:

15/4298. Full Planning. Refused. 03/02/2016.

Part single storey and part double storey side and rear extensions to the existing preparatory school.

Reasons for refusal:

- The proposed first floor side extension is considered to relate poorly to the main building and would have a detrimental impact on the character and appearance of the property, street scene and locality. It's prominent siting means the disproportionate addition to the building would be clearly visible from the public realm, substantially changing its character and appearance to the detriment of the subject building and the locality. The first floor side extension is contrary to the provision of SPG5 'Altering and Extending Your Home' and Policies BE2, BE7 and BE9 of Brent's UDP 2004.
- The applicant has failed to provide sufficient information on proposed future staff and pupil numbers and associated travel patterns to allow a detailed assessment to be made regarding likely transport impact. In the absence of such information, the proposal is considered to be likely to increase vehicular journeys to the site and associated parking demand at opening and closing times that cannot be safely accommodated on site, to the detriment of the free and safe flow of traffic and pedestrians. The proposal fails to comply with Policies TRN3, TRN12, TRN23 and PS12 of Brent's UDP 2004.
- The proposal results in an intensification of the use of the site and fails to demonstrate that the increase in intensity will not result in an unduly detrimental impact on the amenities of adjoining occupiers by way of noise and disturbance. This is contrary to Policy EP2 of the Brent Unitary Development Plan 2004.

19/3495. Full Planning. Refused – Appeal Lodged. 27/11/2019.

Retention of rear outbuilding used as teaching space of private school and premises.

CONSULTATIONS

Public consultation

Consultation with neighbouring properties was carried out on the 7th December 2016 and again on the 15th December 2016. The second round of consultation was carried out to accommodate revised plans for a larger extension. Officers could not support this larger development on design and visual amenity impact grounds and the revised plans were later superseded. The basis of the proposal has therefore returned to that shown within the original plans.

Following the submission of a revised travel plan by the applicant, a further consultation was carried out in May 2019.

Overall, objections were received from 11 individual households. An objection was also received from Barry Gardiner MP on behalf of one of these households, and a consultant submitted a joint objection on behalf of 10 households.

The objections received are summarised as follows:

Grounds of Objection	Officer Response
There will be a loss of light to surrounding properties, in particular to a kitchen and first floor bedroom window to no. 20 Salmon Street	This is addressed at paragraph 30 below
There will be a loss of sunlight to surrounding properties	This is addressed within the "Impact on neighbouring properties" section below
No quantitative daylight/sunlight analysis has been submitted	It is not considered necessary to require a full daylight and sunlight analysis to be submitted for a development of this scale. Nonetheless, some quantitative assessment of impact to surrounding properties, in line with SPD1 and SPD2 criteria, has been carried out and are detailed the "Impact on neighbouring properties" section below
There will be a loss of views	Protection of views is not a material planning consideration, The impact of the extensions upon outlook of neighbouring properties is discussed within the "Impact on neighbouring properties" section below.
The expansion of the school will worsen disruptive road use exhibited by parents dropping off and picking up their children from the school. This would also present an increased road safety concern.	This is addressed at paragraphs 40 to 46 below
There is no 'carrot or stick' to incentivise better behaviour for those who disrupt the local roads	The school has set out an appropriate scheme of incentives within their revised travel plan to discourage car use and to manage appropriate those who do arrive by car. The implementation of the travel plan is to be intensively monitored through a bespoke monitoring programme funded by the school
The school is a private school and there would be less expectation of improvement because of this	The school's agreement to fund a bespoke monitoring programme will assist the Local Authority in monitoring improvement even though the school is not managed by the Local Authority
Consultation was carried out over Christmas	The planning authority met its statutory duties in consulting following the submission of the application. Further consultation was carried out in May 2019.
The school's most recent Ofsted report	This is not a material planning

does not explicitly require the school to extend	consideration
The applicant has given no consideration to the option of selling the site and moving to an alternative location	The current scheme has been considered on the basis of its own merits. There is no requirement in planning terms for the school to relocate
The extension is larger than the one proposed in 2015	The extension is larger in some ways, mainly through the lack of a set down at the front elevation - however despite having a slightly larger massing from the front compared to the 2015 application, officers consider that the design is more in keeping with the character of the parent building and the surrounding area. This is addressed in more detail in the "design and impact on the subject property and street scene" section below.
The extension is out of character, with particular reference to the first floor extension which is too large to adhere to local character	The extension is larger in some ways, mainly through the lack of a set down at the front elevation - however despite having a slightly larger massing from the front compared to the 2015 application, officers consider that the design is more in keeping with the character of the parent building and the surrounding area. This is addressed in more detail in the "design and impact on the subject property and street scene" section below.
The site is too small and Salmon Street too narrow for a growing school	Whilst the size of the site and width of the road are understood, the school's revised travel plan sets out an appropriate means of managing school and travel to/from the school appropriately and could result in an acceptable arrangement when implemented effectively
School vehicles park on Queens Walk	The school has set out an appropriate scheme of incentives within their revised travel plan to discourage car use and to manage appropriately those who do arrive by car.
Previous works at the school have resulted in water leakage to neighbouring gardens	This is not a material planning consideration
There is a concern about noise disturbance from additional pupils. The noise mitigation measures set out in the submission do not provide detail on how they would be managed.	The application proposes a modest increase in pupil numbers and it is unlikely that this would materially increase noise disturbance to surrounding properties. Nevertheless, a condition is recommended to cover management arrangements to minimise noise.
The school must have a finite point to which it can be expected to grow	At present there is no planning restriction on how large the school can grow. This application presents an opportunity to impose a restriction on the size of the school, by means of planning condition.
There are currently light and noise pollution problems experienced from spotlights and the nursery facilities	The expansion of the nursery is discussed within paragraph 5 below. A condition on management arrangements to minimise noise is recommended as a condition. The scheme does not propose any external

	lighting.
Only 'lip service' will be paid to the travel plan following the grant of planning permission	An intensive monitoring regime of the school's travel plan is being secured as part of the recommendation for approval, funded by the school.
Since submission of the application in 2016, the school also now runs a nursery which means that both school and nursery drop off periods, putting further strain on travel and parking.	This is discussed in paragraph 5.
The school offers parking on Wembley Event days yet doesn't provide parking for drop offs and pick ups.	This is not relevant to the application. Any parking that is offered on a commercial basis during Wembley Event days would require planning permission and should be referred to Brent's planning enforcement team.
Local public transport access is poor, meaning the school is very reliant on car use which increases traffic and pollution.	Whilst this is true in an area of low public transport accessibility, park and stride measures can be used to good effect, enabling a low impact spread of parking on nearby streets.
There are no facilities for cycling racks.	These will be required and will be secured by condition.
There is no car pooling used by parents.	The introduction of a car sharing programme is one of the initiatives forming part of the school's travel plan and the school will be monitored on this.
There are no bins for public use and no road crossings for safety.	The transportation team have not identified the need to provide any crossing facilities to support the expansion of the school. The school will contain it refuse facilities within the school site.
Traffic enforcement camera vehicles should be provided in the mornings to ensure that parents do not park in a way which causes disruption to residents.	The school will be monitored more intensively than usual to ensure compliance with its travel plan.
The school should actively manage its traffic issues before the Council's planners consider an extension.	There has been evidence of improvement on this aspect. This is detailed in paragraph 43 below.

POLICY CONSIDERATIONS

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the 2010 Brent Core Strategy, the 2016 Brent Development Management Policies DPD, and the 2016 London Plan (Consolidated with Alterations since 2011). Key relevant policies include:

London Plan March 2016

3.18 – Education Facilities

Core Strategy 2010

CP 17 – Protecting and Enhancing the Suburban Character of Brent

CP 23 – Protection of Existing and Provision of New Community Facilities

Brent Development Management Policies 2016

DMP 1 Development Management General Policy

DMP 12 Parking

DMP 13 Movement of Goods and Materials

The following are also relevant planning considerations:

All of these documents are adopted and therefore carry significant weight in the assessment of any planning application.

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

The Regulation 19 consultation for Brent's draft Local Plan has also recently completed and comments of the policies have been assessed. It can only be given limited weight at this stage of its preparation.

Key relevant policies from these documents include:

Draft London Plan 2019 (Intend to Publish Version)

Key policies include:

S3: Education and Childcare Facilities

Brent's Draft Local Plan

Key policies include:

DMP1: Development Management General Policy

BP2: East

BD1: Leading the Way in Good Urban Design

BS11: Social Infrastructure and Community Facilities

BT1: Sustainable Travel Choice

BT2: Parking and Car Free Development

BT3: Freight and Servicing, Provision and Protection of Freight Facilities

DETAILED CONSIDERATIONS

Principle of Development

1. The planning policy context for the application, including the London Plan and relevant Brent DMP and Core Strategy policies as outlined above, is that there should be a general presumption in favour of extensions and improvement of existing schools and education facilities, unless these would have significantly adverse impacts on residential amenity or local transportation without mitigation.
2. St Nicholas School is a small independent preparatory school and nursery for boys and girls for children upto the age of eleven.
3. The school was established in 1937 and is mainly a preparatory school but also has a nursery incorporated within the premises. On the ground floor, there are two classrooms that serve the preparatory school; with a further three class rooms serving the nursery. The existing first floor houses two classrooms. Two entrances exist, with one to the school and the other to the nursery.
4. There is a playground the rear, which serves as pupils' outdoor recreations space.
5. The property has been extended a number of times since its creation, with the most recent records indicating the addition of a side and rear extension to the north side of the school in 2000 (ref: 00/0078) and the infilling of a small rear element and replacement of the roof of this extension in summer 2014. As part of these 2014 works, the building was rearranged to reflect the existing floor plans in this application, which includes an increase in size to the two nursery rooms and a baby room. The changes undertaken at this time were not undertaken with the benefit of planning permission and would have likely facilitated an increase in the number of pupils on site and intensified the nature of the educational use around this period. Whilst, owing to the works having been undertaken more than four years ago, the external alterations are immune from enforcement action, the intensification facilitated by the internal alterations would not have required planning permission as the intensification does not alter the use class of the building and there have not been any planning restrictions in place limiting the number of pupils/children that can attend the school.

6. The applicants advise that the school can no longer sustain its intake demands and requires updating and expanding and allowing the school to serve as a better equipped and more efficient education establishment. At present, classrooms are shared between two year groups, applying to the pairings of years 1 & 2, 3 & 4 and 5 & 6. The application sets out that the school extensions would accommodate a dedicated classroom for each year group and would also accommodate an overall increase in the pupil body capacity of the school by 20 pupils.
7. The applicant sets out that the following details, confirming the existing and proposed operation of the school and nursery:
 - The school has a current capacity for up to 50 pupils and 40 nursery children to attend. However, the school is currently operating under capacity with 34 pupils, 8 full time staff and 2 additional part time staff working one day per week in attendance at the school at present. Likewise, the nursery has 46 children on roll although they do not all attend every day and the number of nursery children in attendance at any one time does not exceed 40.
8. The school extensions would accommodate an increase in the capacity of the school by 20 primary school pupils (from 50 to 70). The extensions would not increase the size of the nursery component of the building and no increase in the nursery capacity is sought as part of this application.
9. The applicant has confirmed that the school has a partially staggered arrival and departure schedule for its pupils and children as follows:
 - 8:00am – 8:30am: Nursery children arrive
 - 8:30am – 8:45am: School pupils arrive
 - 1:00pm: Some nursery children are collected
 - 3:15pm: School finishes for pupils in the Reception class
 - 3:30pm: School finishes for pupils in year groups 1-6
 - 4:30pm: 30% of school pupils attend after school clubs and depart school at this time
 - 5:00pm – 6:00pm: The remaining nursery children are collected
10. The principle of the extension is therefore considered acceptable, and in compliance with Core Strategy policy CP23, adopted London Plan policy 3.18, draft Local Plan policy BS11 and emerging London Plan policy S3, all of which encourage the provision and improvement of community infrastructure including schools.

Relevant planning history

11. This application follows a previous application to extend the school, submitted in 2015 (with reference 15/4298). That application was refused for a number of reasons:
 - The first floor side extension related poorly to the main building and would have a detrimental impact on local character.
 - The applicant had failed to provide sufficient information on proposed staff and pupils and travel patterns to allow a detailed transport impact assessment.
 - The applicant had failed to demonstrate that the increase in intensity of the use would not result in an unduly detrimental impact on the amenities of adjoining occupiers by way of noise and disturbance.
12. The first floor side extension design has been altered within this application to now become acceptable. This will be detailed in the below sections.
13. It is also important to note that the local policy context within which the previous application was determined is different to that which is relevant now, with the previous scheme having being refused on the basis of policies BE2, BE7 and BE9 of Brent's Unitary Development Plan (2004) instead of policy DMP1 of Brent's Development Management Policies (2016). The overarching principles of these policies are largely similar across both documents, with the policies seeking visually appropriate and subordinately designed development.

Design and impact on the subject property and street scene

14. The proposed extensions are formed of three elements, firstly a first floor side extension on the northern side of the property, secondly, a further ground floor rear extension centrally and thirdly a first floor rear extension across the full width of the rear of the property.
15. As set out above, the previous application for extensions at this site was assessed under Brent's 2002 Domestic Extensions Guidance (SPG5) whereas the relevant guidance for this assessment would be the Brent Design Guide (SPD1). Regard has been given to the Brent SPD2 (Residential Extensions & Alterations) given the suburban setting and the form of the existing building. Whilst the overarching principles of these guidance documents are similar, there are some specific differences to guidance parameters between these documents which alter the considerations of this proposal compared to the previous application to a minor extent. These will be discussed below at the relevant points.
16. The proposed extensions have been principally be assessed in accordance with SPD2 guidance, Whilst the application site is not in use as a residential property, the building is residential in character and appearance and sits within a residential context along a suburban street. As such, the application of SPD2 guidance for domestic scale extensions is considered to be the most appropriate basis of assessment in this context, despite the use class of the building not strictly according with the domestic properties for which the guidance was designed.

First floor side extension

17. The proposed first floor side extension would be 2.8 metres wide and would be set back from the front wall of the school building by 1.8 metres and would have a façade which is largely formed of sloping roof, in keeping with the existing building's catslide roof feature and low eaves. The extension would be set in from the side boundary with no. 24 by 1.7 metres. SPD2 guidance stipulates that first floor extensions to domestic properties should be setback from the front wall of the property by at least 1.5 metres where a separation to the side boundary of more than a metre can be retained or by at least 2.5 metres where a separation to the side boundary of less than a metre is retained, As such, the 1.8 metre set back from the front wall with 1.7 metre set in from the side boundary proposed meets the requirements of SPD2.
18. The main feature of the extension would be a modest front dormer window. Whilst there are only a few examples of front dormer windows along this part of Salmon Street, it is acknowledged that the character of the detached dwellings along this part of Salmon Street is quite varied and some nearby buildings do have them, including no. 17 across the road and no. 20, the immediate neighbour to the south. Moreover, since the extension is largely comprised of roof tile, so as to appear in keeping with the character of the original building, the extension does not have any particular features to animate the facade that would normally be expected on a first floor extension (i.e. a first floor window). The provision of this modest dormer window therefore helps to animate the extension whilst also ensuring it remains subservient to the parent building, whose distinctive front gable with mock Tudor timbering would ensure that this remains the visually prominent part of the building as seen from the street. The dormer window would include timbering within its gable above the window opening, as well as a window with a traditional square leaded design; both of these features are in keeping with the traditional character presented at the original host property and are welcomed.
19. The extension's roof ridge would sit at the same height as the original building's roof ridge. Given that the extension is set back from the front of the building farther than the minimum generally advised by Brent's SPD2 guidance and given that the neighbouring building at no. 20 (which has a similar composition to the subject property) has an extension of very similar design - also without a set down, the proposed ridge level is considered to appear acceptable and would retain a suitable sense of subservience to the parent building in this instance.
20. The extension would mainly have a hipped roof form, in keeping with the pitch of the parent building, although part of the roof form would be formed of a vertical flank wall, at the points below the roof eaves of the parent dwelling. This design would ensure that the appearance of the extension accords appropriately with the parent building's design and would match with the appearance of the neighbouring dwelling at no. 20.
21. The extension would include a modest crown roof. This would only be easily visible from above and would not easily read as a crown roof from the street.
22. Overall, the appearance of the first floor side extension is not considered to harm the character and

appearance of its parent property or the street scene.

23. The previous application from 2015 was partially refused on the basis of the appearance of this first floor side extension element. The extension within the previous proposal had a significant section of flat roof which was considered overly prominent and awkward in appearance. This flat roofed section has been significantly reduced in size within this proposal by increasing the height and the sloping extent of the roof so that it sits at the same height as the ridge of the parent building. Whilst contravening a section of SPD2 guidance which generally stipulates 0.5 metre set downs from the parent building's roof for a subordinate appearance, the overall appearance in the current application context is considered to be more in keeping with the character of the original property than the alternative, partly due to the reduction in the flat roof element and partly due to the closer adherence of this design to that of the neighbouring property at no. 20. The appearance of the extension has been further improved since the 2015 application through the extension of roofing so as to match the low level eaves of the parent property, resulting in a closer match with the roof form and design of the parent property, which is stipulated as a requirement within both SPD2 and SPG5 (superseded) guidance. In achieving this design, the first floor window has been replaced by a modest front dormer window, the merits of which have been discussed above.

Ground floor rear extension

24. The existing property has an existing single storey side to rear extension which extends 5.8 metres in depth on the northern side of the property and an existing single storey rear extension which extends 14.2 metres in depth on the southern side of the property. The existing extensions have a flat roof that is 3.4m high. The proposal seeks to extend a part of the existing 5.8 metre deep single storey rear extension further to the rear by 4.25 metres. The extension would occupy an area in the central part of the site that is largely formed of a stepped access between the rear playground area of the school and the school building at present and as such would not result in a significant loss of rear garden/playground space.
25. SPD2 guidance generally would advise that a single storey rear extension to a detached house should not exceed 8 metres in depth, in order to respect the character and scale of the host dwelling. In this instance, it is noted that part of the school has long been extended to a greater depth than this (more than 14 metres) and that this has significantly changed the character of the property from within the rear garden. In addition, SPD2 guidance applies specifically to residential properties, so a balanced application of the guidance should consider that the building is not used for residential purposes despite the domestic appearance of the building. The proposed additional extension at ground floor is considered to result in a relatively modest addition when considered alongside the larger extensions already present on the southern side of the school site. Given this judgement, alongside a consideration that the rear extension would not be visible from the street and that the extension would largely occupy an existing stepped access, the ground floor rear extension is considered to be acceptable in design terms. This same extension was also deemed acceptable during the previous application for extension at the property under reference 15/4298.

First floor rear extension

26. The proposed rear extension to the east side of the property would extend across the full width of the original building, including the area behind the proposed first floor side extension. The extension would not be easily visible from the street scene and would extend rearwards from the parent building's existing catslide roof on its southern side to an additional depth of 3.8 metres. The extension would have a dual pitched roof and would incorporate existing design features of the property. Even though it would mask the whole rear elevation of the original subject property, it is on balance considered to be acceptable and the same extension was deemed acceptable during the previous application for extensions at the property under reference 15/4298.
27. The assessment of this particular element, which formed part of both the 2015 application and the current application, is affected by changes made to Brent's domestic extensions guidance between the 2002 (SPG5) version and 2016 (SPD2) version. SPG5 (2002) did not stipulate any particular limits for first floor extension depths in relation to character and appearance. However, SPD2 (2016) stipulates a maximum extension depth of 3 metres from the original rear wall of a property in the context of a first floor rear extension, in order for that extension to appear appropriately in keeping with the scale of the parent building. This guidance criterion is now of relevance to this extension proposal where it was not previously. Whilst the extension would exceed the general first floor extension limit stipulated in SPD2 by

0.8 metres, it is noted that the neighbouring buildings expand rearwards at first floor level to a similar or greater extent than the 3.8 metre projection proposed at this property, so the 3.8 metre depth would be consistent with the form of development along this side of Salmon Street. In addition, the design features of this extension would match the existing form of the building, including adherence to the gently sloping cat slide roof feature, therefore continuing to read as subservient to the parent building.

28. The extension is therefore considered to be acceptable despite contravening the general guidance parameters for first floor rear extensions in this instance.

Impact on neighbouring properties

20 Salmon Street

29. The first floor rear extension will project approximately 0.2m rearward of the first floor of No. 20 Salmon Street. The first floor extension is set in from the boundary with No. 20 by 3.2m and therefore would comply with the 1:2 rule from the nearest rear habitable room window.
30. No. 20 Salmon Street's northern side wall (facing the application site) has five windows within it. Four of these are located towards the front of the property, alongside the existing building at the subject site and would not be affected by the rearward extension proposed. Nonetheless, cross referencing with previous plans from 2007 (ref: 07/3810) indicates that these four windows either serve bathrooms or a hallway (non habitable rooms). The fifth window serves as the primary source of light to the kitchen at no. 20 and is located alongside where the first floor rear extension would be built under the proposal. The plans show that the edge of the eaves of the proposed rear extension would sit 2.7 metres away from this window and that the extension's form would follow the gentle gradient of the existing cat slide roof form away from no. 20 on the south side of the property. Relevant guidance to apply in this scenario would be that contained within SPD1 (Brent's general design guide), which includes guidance parameters for ensuring that good levels of daylight are retained to habitable rooms which would directly face new development. The relevant guidance criterion is the 30 degree guidance set out within Principle 5.1 of Brent's SPD1 document. When tested against this guidance, the proposed kitchen window would mostly comply aside from a small 1 metre section near the top the roof of the extension. Furthermore, it is noted that the kitchen window is already partly affected by the school's single storey side extension, which is located closer to this window, along the boundary with no. 20. It is also noted that no. 20 was extended during the 1980s and that, as part of the planning permission for this extension, obscurely glazed side windows was required by condition. Given that the approved plans for this application are no longer held on file it is not possible to ascertain which windows this would have directly related to, however it is possible that the affected kitchen window would have been subject to this restriction. Finally, it is acknowledged that the kitchen at no. 20 would have likely formed the back room of the house prior to the house being extended and that it would have, in its original composition, benefitted from both side and rear outlook. On balance, it is considered that the side window serving the kitchen at no. 20 Salmon Street would not be unduly affected by this proposal.
31. The single storey rear extension would not affect no. 20 Salmon Street as it would be completely buffered from view by the deeper extension which already sits alongside the boundary with this property.
32. In summary, the proposed extensions are not considered to result in significant harm to the amenities of no. 20 Salmon Street in terms of loss of outlook, overbearing appearance or loss of daylight and sunlight. The extensions are considered to accord with the guidance set out in Brent's SPD2 guidance.

24 Salmon Street

33. The first floor side extension will maintain a gap of about 2.3 metres to the side boundary with No. 24 Salmon Street, which is a residential property. The extension will not project beyond the rear wall of no. 24, terminating about 2.5 metres short of the rear wall. Given that the extension would not project beyond the rear wall of the neighbouring dwelling, the extension would comply with the 1:2 rule set out within Brent's SPD2 guidance.
34. No. 24 Salmon Street's southern side wall has two side windows (one serving a utility room at ground floor and one serving a bathroom at first floor) and two side facing velux windows (serving a storage space and as a secondary source of light to the loft bedroom respectively). These side windows do not serve as primary sources of light to habitable rooms and this has been confirmed through cross reference with the planning application for the construction of this house in 1996 (ref: 96/0544).

35. The single storey rear extension would extend about 4 metres beyond the rear wall of no. 24 and would be 3.4 metres high. Whilst the depth does comply with SPD2, the height exceeds SPD2 criteria by 0.4m. However, the extension would also be set in from the joint boundary between the properties by 3 metres which would significantly mitigate impact that would otherwise be experienced at this property.
36. In summary, the proposed extensions are not considered to result in significant harm to the amenities of no. 24 Salmon Street in terms of loss of outlook, overbearing appearance or loss of daylight and sunlight. The extensions are considered to accord with the guidance set out in Brent's SPD2 guidance.

37 Queens Walk

37. 37 Queens Walk is the property that borders the school to the rear of the garden/playground space. The depth of garden separating the proposed extensions and the boundary with no. 37 would be about 27 metres. At this distance there is no concern that any general criteria protecting visual amenity within SPD1 or SPD2 guidance would be contravened by this development in the context of no. 37 Queens Walk.

Transportation

Parking Standards

38. The proposed D1 use is permitted 1 car parking space per 5 staff as per Brent's DMP parking standards. The travel plan states that the school currently has capacity for 110 pupils and 15 staff members and therefore 3 spaces are permitted for the existing site. The existing driveway is capable of accommodating 2-3 independently accessible parking spaces, which does comply with standards, although there is not space within the site to allow cars to enter and leave the site in a forward gear.
39. The proposal will result in a further 20 pupils and therefore the parking allowance will remain the same.

Transport Impact

40. Following the submission of this application in December 2016, Brent's highways and transportation team advised that complaints had been received about disruptive parking, with it having been noted that parents drop off and pick up pupils by parking on the 'SCHOOL KEEP CLEAR' markings outside of the site. The highways team also advised that the school had not developed an effective travel plan that it would employ to help manage highways issues associated with this and to encourage uptake of more sustainable transport modes for those who attend the school and their parents. Further to the above comments, Brent's highways and transportation team carried out a survey of a morning drop off period at the school in late April 2017 and surveyed a high reliance on car use from parents with significant instances of illegal parking on Salmon Street. Given the nature of the advice provided by highways, officers were not in a position to support this application on highways grounds and officers instead sought to work proactively with the applicants to resolve the issues raised by highways.
41. The applicants submitted a revised travel plan in November 2018, which indicated significantly improved targets for non-car based journeys to and from the school, compared to the one provided at submission. Officers met with representatives of the school in January 2019 to discuss the travel plan measures. The revised travel plan was considered to be acceptable in principle, indicating that vehicle journeys to and from the school have reduced significantly (now 1 in 3 journeys) and setting out a series of measures for reducing this further, including:
- Sponsored walks
 - Providing information about which bus routes serve the school on the school's website
 - Awarding cyclist of the month certificates
 - Providing cycle parking facilities
 - Introducing a car sharing programme
 - Introducing a travelcard reduction programme
 - Setting up free cycle training
42. The travel plan is considered to be positive in principle, outlining positive schemes which would help to promote modal shift away from car use. The travel plan is therefore consistent with the aims of Brent's draft Local Plan policy BT1, which promotes sustainable travel choice and states that the Council will

prioritise active and sustainable travel over private motor vehicles. Some evidence that these measures are being implemented has also been observed, for instance, the School's Twitter feed includes a post of its pupils partaking in cycle training on May 13th 2019. Nonetheless, transport officers considered that an additional survey needed to be carried out to confirm that the performance had improved and was effectively targeting the travel plan improvements. Following a reasonable implementation period an additional unannounced survey was carried out in late January 2020, during a school pick-up period. Transport officers did not observe any significant highway safety concerns relating to the school. It was also observed that most of the parents park and stride from Queens Walk to the school although some may have walked all the way. Minimal uptake of scooter or cycle use was noted, although it is possible that this was lower than usual due to the cold weather during January.

43. Following the visit, Brent's transport officers have some comfort that the school's performance against its travel plan is improving. Whilst officers consider this to be a positive development, significant weight is still afforded to concerns that have been raised by objectors and the fact that a second survey has not been carried out owing to school closures associated with COVID-19. It is also understood that the school needs to continually improve its travel plan performance and that, critically, the need to ensure that the increase in pupils and staff does not unduly worsen this improvement. In order to mitigate these concerns, officers have required the school to enter into a legal agreement with the Council which would require the school to fund a five year travel plan monitoring regime, with the first year of this programme subject to intensive monitoring on a termly basis (in general instances, travel plan monitoring is undertaken yearly). If the school does not show sufficient improvement within its first year of monitoring, intensive monitoring will continue beyond the first year and will incur additional fees to the school in order to enable the Council to recover the costs of this process.
44. The submitted travel plan also sets out that the school will provide 8 cycle parking spaces and 15 scooter parking spaces, which would exceed minimum standards as set out the emerging London Plan. The emerging London Plan would require 15 to 16 cycle or scooter parking spaces. A condition will be applied requiring details of this cycle parking to be submitted and approved by the Local Planning Authority.
45. Given the potential for the growth of the school to put more pressure on Salmon Street and surrounding roads, a condition will require that no further increase in the size of the pupil numbers, beyond that which has been applied for, occurs at the school, unless further written permission is received from the Council. Referring back to paragraph 5 above, it is reiterated that the school does not currently have any restrictions on its pupil capacity in planning terms. The only previous planning application which approved an expansion of the school building (ref: 00/0078) did not include a planning condition which restricted the number of pupils which could attend the school. The opportunity to apply a condition which would limit the school's capacity through this application presents a significant benefit as it would bring this aspect of the school use (which has significant external implications) within planning control for the first time.
46. In summary, whilst officers were not in a position to support the application on highways grounds early in the application process for the reasons discussed above, the submission of a revised travel plan with highly positive targets and the observation by highways officers of improvement in terms of disruption caused to Salmon Street since the initial submission has resulted in officers now recommending support for the application on highways grounds. However, this support is conditional on the school's commitment to enter into a legal agreement to fund and be subjected to intensive travel plan performance monitoring for five years to help safeguard the continued improvement. Any forthcoming planning consent is also conditional on the increase in pupil numbers being formally restricted going forward.

Environmental Health

47. The previous application for expansion at the site was refused on the basis that a potential increase in noise from additional pupils had not been adequately addressed or mitigated.
48. It is understood that the school has operated in this location for more than 80 years and that the rear garden space has long been used for outdoor play. Officers do recognise that there will be intermittent periods throughout the day when noise levels are high (i.e. recreation / play periods or P.E. lessons), however this is noise that would be typically expected of any school environment. It is noted that there are no large outdoor facilities such as playing pitches or multi-use games areas (MUGAs) that could enable an intensity of outdoor school activities beyond normal school hours (i.e. through after school clubs / local hire) which could otherwise be detrimental to the neighbouring amenity. If any such features were

proposed, planning permission would first be required which may not be approved.

49. Despite the above, the applicant has set out a plan for minimising noise disruption upon neighbouring occupiers which could be attributable to an increase in pupils. Adherence to this management plan will be required as a planning condition. The measures within the management plan (contained within the applicant's Design and Access statement) are as follows:
50. Limiting the number of children playing in the garden at any one time to the same or less number than existing
- Reducing the number of children at each location
 - Placing Tennis Balls under the chair legs and modifying the choice of activities and toys
 - Adding absorbent acoustic materials to walls and ceilings
 - Changing children behaviours and consequently, in the childcare workers, who begin to speak more quietly in a less noisy environment
 - Providing natural screening along the site boundary to minimise noise impact
 - Supervising the children when using the rear garden to ensure that noise levels are to a minimum
- In addition to the above measures, it is also noted that the revised Travel Plan assists with noise mitigation given that it promotes walking, cycling and public transport and would be subject to intensive monitoring to ensure effective implementation.
51. The Local Planning Authority consider that an appreciation for the school's long established use at this site, alongside the applicant's assurance that the above noise reduction measures would be introduced (and their securing through condition) would reasonably mitigate noise disturbance to the surrounding homes and should reasonably be supported on this basis. A condition is recommended for these measures consistently maintained unless prior written permission is first obtained.

Other matters

52. Whilst not of direct relevance to the application, the school erected an outdoor classroom last year without the benefit of planning permission. Planning permission was subsequently applied for (ref: 19/3495). Within their application, the school set out that the outdoor classroom has not facilitated an increase in the number of pupils or staff at the school. The additional teaching space was accepted in principle by officers; nonetheless the application was ultimately refused under delegated authority for the following reasons:
- When taken cumulatively in the context of the other outbuildings on site, the existing outbuilding used as a teaching space, by virtue of its size, unacceptably erodes the local suburban character and unduly dominates the suburban rear garden setting and its open character. The development is therefore contrary to Policy CP17 within Brent's Core Strategy (2010), Policy DMP1 within Brent's Development Management Policies (2016) and the guidance contained within Brent's SPD2 document (2017).
 - The existing outbuilding used as a teaching space, by virtue of its height and proximity to the boundaries, results in an unduly detrimental and unacceptable loss of outlook and overbearing impact on the neighbouring dwellinghouse and their garden at 24 Salmon Street. The development is therefore contrary to Policy DMP1 within Brent's Development Management Policies (2016) and the guidance contained within Brent's SPD1 and SPD2 documents (2017).
53. The school has subsequently lodged an appeal to this application.
- 54.** In the event that the appeal is allowed, Brent Council would strongly advise the Planning Inspectorate that any overturned decision should be subject to a planning condition that prevents the number of pupils and staff at the school increasing (aside from any such increases approved through other planning applications [such as this one]), and this would be consistent with the school's submissions. Assuming this recommendation is taken on board by the Planning Inspectorate, this application could not facilitate any further increase in pupil and staff numbers beyond that which is proposed within this application. However, in the event that the planning inspector does not deem a limit on pupil numbers through condition to be necessary, the planning condition restricting pupil numbers secured through this consent would be worded such that the restriction would extend to any subsequent grant of planning permission for outbuildings or other additions to the existing school building.

Equalities

55. 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).

Conclusion

56. Following the above discussion, officers consider that taking the development plan as a whole, the proposal is considered to accord with the development plan, and having regard to all material planning considerations, should be approved subject to conditions and completion of legal agreement.
57. It is considered that this submission has sufficiently overcome the concerns raised in the previous 2015 application to warrant officer support. The extension proposed now relates acceptably to its host building in visual terms, and the extension largely complies with relevant guidance for acceptable amenity impact to surrounding properties, aside from a marginal failure in terms of compliance with SPD1 criteria in relation to a side window at no. 20 Salmon Street.
58. Whilst the proposal does have the potential to have a detrimental impact on the local highway network, such an impact is considered to be sufficiently mitigated by the condition preventing further expansion of the school's pupil body without planning permission and through measures proposed within the Travel Plan and its intensive monitoring regime which is to be funded by the school through a legal agreement. The limited policy conflict is substantially outweighed by the considerable benefits of the proposed development. It is also noted that a condition will require the full implementation of the noise mitigation measures that have been set out by the school to limit, to limit noise disturbance to surrounding properties.
59. Approval of this application is recommended, subject to conditions and completion of legal agreement as set out above.

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – APPROVAL

Application No: 16/5244

To: Mr Ruparelia
Juttla Architects
Joel Street
Argyle House
Northwood Hills
Middlesex
HA6 1NW

I refer to your application dated **05/12/2016** proposing the following:

Proposed part single storey and part double storey side and rear extensions to the existing preparatory school.

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

at St Nicholas Preparatory School, 22 Salmon Street, London, NW9 8PN

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: 04/08/2020

Signature:

Gerry Ansell
Head of Planning and Development Services

Notes

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

DnStdG

SUMMARY OF REASONS FOR APPROVAL

1 The development hereby approved is in general accordance with the following:

- National Planning Policy Framework 2019
- The London Plan 2016
- Development Management policies 2016
- Supplementary Planning Document 1 - Design Guide for New Development 2018
- Supplementary Planning Document 2 –Residential Extensions Design Guide 2018

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

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

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

P101 – Location Plan

P102 – Existing Block Plan

P103 – Proposed Block Plan

P201 – Existing Plans and Elevations

P202 – Proposed Plans and Elevations

P301 – Proposed Ground Floor Plan

P302 – Proposed First Floor Plan

P303 – Proposed Roof Plan

Supporting information

Design and Access Statement

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

3 All new external work shall be carried out in materials that match, in colour, texture and design detail those of the existing building.

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

4 The attendance at the premises shall not exceed the following limits at any one time:

- 70 pupils in the primary school
- 40 children in the nursery

Unless otherwise agreed to in writing, these limits shall be adhered to for the lifetime of the school use on site. This restriction shall continue to be adhered to in the event that any outbuilding or other addition to the school is subsequently granted planning permission, and shall not be exceeded unless expressly agreed in writing by the Local Planning Authority.

Reason: To ensure that the development does not give rise to undue nuisance to surrounding properties.

- 5 The details of the noise mitigation measures set out within the Design and Access Statement shall be implemented in full prior to any increase in the number of pupils and/or staff attending the school hereby approved.

Reason: To ensure the development appropriately mitigates potential noise disturbance to surrounding properties attributable to the increase in staff and pupil numbers approved within this application.

- 6 Within six months of the commencement of the development hereby approved, details of on site cycle and scooter parking infrastructure, indicating eight fully secure and weatherproof cycle parking spaces and fifteen scooter parking spaces shall be submitted to and approved in writing by the Local Planning Authority:

The details shall thereafter be implemented in full prior to any increase in the number of pupils and/or staff attending the school hereby approved.

Reason: To ensure the development appropriately facilitates a sustainable modal shift away from car use in minimising both noise and air pollution.

INFORMATIVES

- 1 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
- 2 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.
- 3 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.
- 4 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 5 The Council encourages the provision of inclusive access within the Borough. While the provision of level access and inclusive access facilities within the school is not considered to be a planning policy requirement in this particular instance due to the scale and nature of the proposed development, the applicant is strongly encouraged to evaluate the potential to provide such facilities for staff and students when undertaking the works to the building.

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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