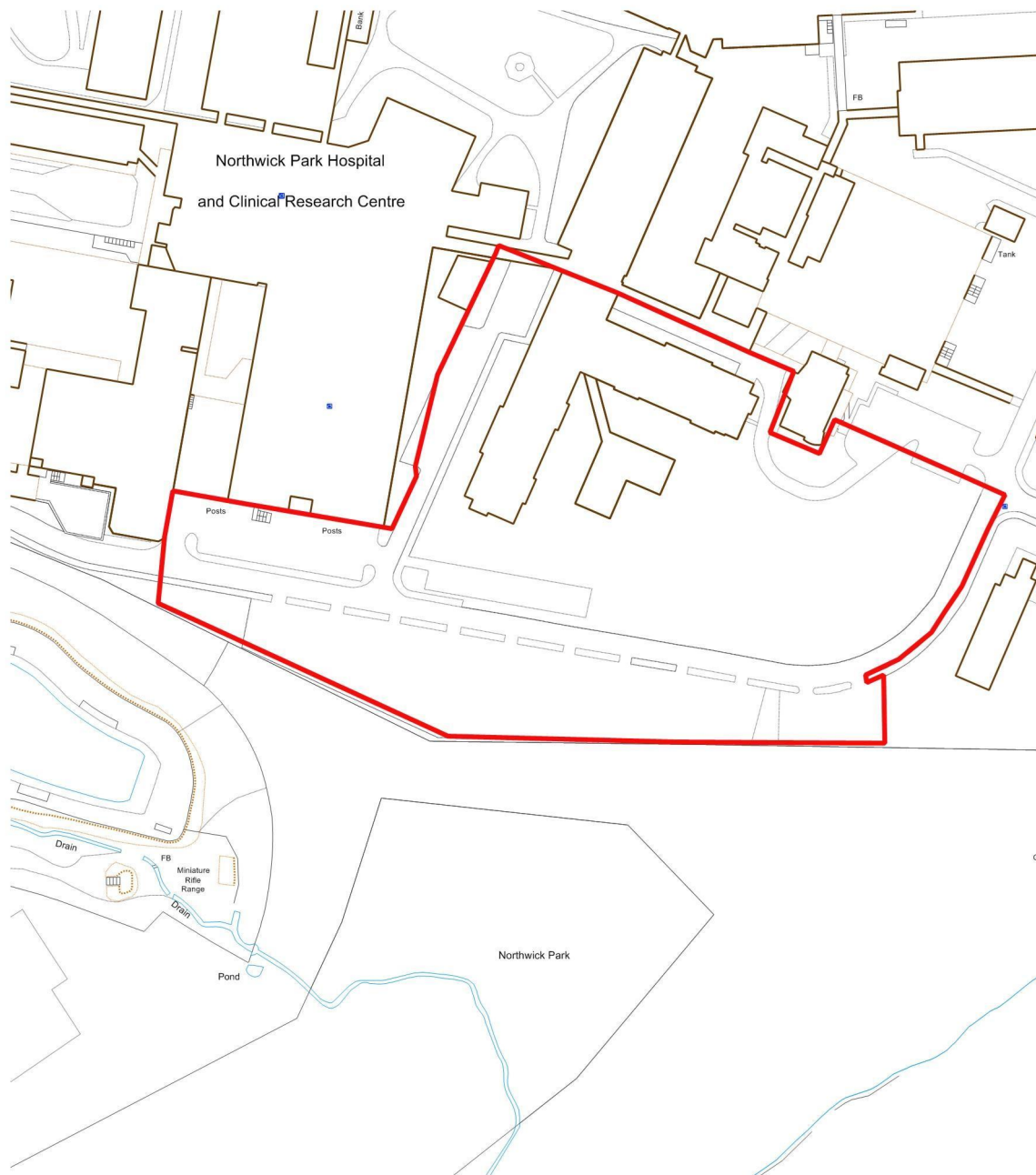




**Planning Committee Map**

Site address: Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ

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This map is indicative only.

**RECEIVED:** 19 June, 2012

**WARD:** Northwick Park

**PLANNING AREA:** Wembley Consultative Forum

**LOCATION:** Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ

**PROPOSAL:** Demolition of existing single storey building and the erection of a part 1, part 2 and part 3 storey building in order to provide a new accident and emergency department on land adjacent to blocks G and E of Northwick Park Hospital. Proposal includes a partial realignment of the existing site access road the creation of new access roads, new ambulance and public drop off areas, pedestrian ramps and footpaths, plant room, new retaining walls and landscaping.

**APPLICANT:** The Northwest London Hospital NHS Trust

**CONTACT:** The Northwest London Hospital NHS Trust

**PLAN NO'S:**  
See condition no 2

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### **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 Borough Solicitor

If the applicant fails to demonstrate the ability to provide for the s106 terms and meet the policies of the Unitary Development Plan, Core Strategy and Section 106 Planning Obligations Supplementary Planning Document by concluding an agreement within an appropriate timescale, to delegate authority to the Head of Area Planning, or other duly authorised person, to refuse planning permission.

### **SECTION 106 DETAILS**

The application requires a Section 106 Agreement, in order to secure the following benefits:

1. Payment of the Council's legal and other professional costs in (i) preparing and completing the agreement and (ii) monitoring and enforcing performance.
2. Within 3 months of any occupation, submit for approval and adhere to an updated Travel Plan for the Hospital, including car sharing measures.
3. Sustainability - Prior to material start, the submission and approval of a detailed sustainability implementation strategy including BREEAM Excellent design stage assessment for the new A& E building and measures to implement material details of the approved Sustainability Checklist to achieve a minimum score of 50%, in addition to adhering to the ICE Demolition Protocol, and implementation of those approved details. Within 3 months of any occupation submission of BREEAM Post Construction Certificate to demonstrate 'Excellent' level has been achieved, with compensation should it not be delivered.
4. Prior to material start submission and approval of details demonstrating that the carbon reduction target (25% improvement over TER of 2010 Building Regulations on all systems) will be met on-site and implementation of the approved details. Where it is clearly demonstrated and the Council agrees that specific targets cannot be fully achieved on-site, any shortfall may be provided off-site or through works to other buildings within Hospital site (providing this does not represent double counting) as agreed by the Council, or an in lieu contribution to secure delivery of carbon dioxide savings elsewhere.
5. Join and adhere to the Considerate Contractors scheme and submit a Certificate of Compliance for verification within 3 months of any occupation.

And, to authorise the Head of Area Planning, or other duly authorised person, to refuse planning permission if

the applicant has failed to demonstrate the ability to provide for the above terms and meet the policies of the Unitary Development Plan and Section 106 Planning Obligations Supplementary Planning Document by concluding an appropriate agreement.

## **EXISTING**

The application relates to the theatre block of Northwick Park Hospital, located on Watford Road, Harrow. To the north of the site is the Harrow campus of Westminster University, to the south lies Northwick Park 'Play-Golf' site. The hospital site itself comprises of the main hospital buildings, with residential accommodation for staff located to the south- east of the site.

The part of the site which is the subject of this current application is located to the south-east of the main hospital buildings, and includes the existing single storey building, Block 'GG' which is currently the Paediatric Academic Centre. This building is also been known as the 'Ronald McDonald' Building.

## **PROPOSAL**

The application proposes to demolish the existing single storey Block 'GG', and the erection of a part 1, part 2 and part 3-storey building in order to provide a new accident and emergency department on land adjacent to blocks G and E of Northwick Park Hospital. The proposal includes a partial realignment of the existing site access road the creation of new access roads, new ambulance and public drop off areas, pedestrian ramps and footpaths, plant room, new retaining walls and landscaping.

The total gross internal floor area to be created is approximately 4377m<sup>2</sup>.

## **HISTORY**

11/2127 – 3-storey extension and alterations to Block J to provide new operating theatres and associated plant room. Work includes building an undecroft over existing parking area and subject to a Deed of Agreement dated 14th November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended. *Granted 14/11/2011*

05/1670 - Outline application for demolition of various buildings and erection of replacement hospital with ancillary facilities, including car-parking, energy centre and landscaping, and formation of altered access to Watford Road and provision of/alterations to access roads and pedestrian routes within and adjacent to hospital and university site (matters for determination: means of access) (as accompanied by a Transport Statement by Faber Maunsell dated 3 May 2005, Planning & Design Statement by Faber Maunsell dated May 2005 and Environmental Statement by Faber Maunsell dated May 2005) *Application was recommended for approval, and granted subject to S106 at Planning Committee on 11.10.2005. The application is still pending decision.*

There is an extensive history relating to the hospital site. Other than the above applications, no others relate specifically to the application site, or in proximity to the site.

## **POLICY CONSIDERATIONS**

The development plan for the purposes of S54A of the Town and Country Planning Act is the Brent Unitary Development Plan 2004, the Brent Core Strategy 2010, the London Plan 2011 and the National Planning Policy Framework.

### Brent Unitary Development Plan 2004

Within the 2004 UDP the following list of saved policies are considered to be the most pertinent to the application.

#### *Strategic*

- STR3 In the interests of achieving sustainable development (including protecting greenfield sites), development of previously developed urban land will be maximised (including from conversions and changes of use).
- STR5 Reduces the need to travel, especially by car.
- STR14 New development should make a positive contribution to improving the quality of the urban environment
- STR15 Major development should enhance the public realm

### *Built Environment*

- BE2 Townscape: Local Context & Character
- BE3 Urban Structure: Space & Movement
- BE4 Access for Disabled People
- BE5 Urban Clarity & Safety
- BE6 Public Realm: Landscape Design
- BE7 Public Realm: Streetscape
- BE9 Architectural Quality
- BE12 Sustainable Design Principles

### *Transport*

- TRN1 Planning applications will be assessed, as appropriate for their transport impact on all transport modes including walking and cycling.
- TRN3 Directs a refusal where an application would cause or worsen an unacceptable environmental impact from traffic, noise, pollution it generates or if it was not easily and safely accessible to cyclists and pedestrians.
- TRN4 Measures to make transport impact acceptable
- TRN10 Walkable environments
- TRN11 The London Cycle Network
- TRN22 On parking standards for non-residential developments requires that developments should provide no more parking than the levels listed for that type of development.
- TRN27 Retention of essential off-street parking
- TRN31 Design and Land Take of Car Parks
- TRN35 On transport access for disabled people and people with mobility difficulties states that development should have sufficient access to parking areas and public transport for disabled people, and that designated parking spaces should be set aside for disabled people in compliance with levels listed in PS15.
- PS12 Car parking standards – Class D1
- PS15 Parking standards for disabled people
- PS16 Cycle parking standards

### *Open Space, Sport and Recreation*

The application site is adjacent to Metropolitan Open Lane and Public Open Space.

### *Community Facilities*

- CF1 Location of Large Scale Community Facilities
- CF12 Northwick Park Hospital/Higher & Further Education (HFE) Zone

### Brent Core Strategy 2010

The following spatial policies are considered relevant to this application:

- CP 5 Place making  
*Sets out requirements for place making when major development schemes are considered*
- CP15 Infrastructure to Support Development
- CP17 Protecting and Enhancing the Suburban Character of Brent
- CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures
- CP23 Protection of existing and provision of new community and cultural facilities  
*Encourages new accessible community and cultural facilities and protects existing facilities. Sets a standard for the provision of new community facilities*

### Brent Supplementary Planning Guidance

- SPG17 Design Guide for New Development
- SPG19 Sustainable design, construction and pollution control
- SPD Section 106 Planning Obligations
- LDF Site Specific Allocations DPD (adopted 2011)

### Regional

London Plan 2011

London Plan SPG

The Mayor's Transport Strategy (May 2010)

Sustainable Design and Construction – Supplementary Planning Guidance (2006)

Accessible London: achieving an inclusive environment (April 2004)

Planning for Equality and Diversity in London (October 2007)

### National

National Planning Policy Framework 2012

## **SUSTAINABILITY ASSESSMENT**

As with most major developments the Local Planning Authority requires that the applicants consider sustainable development from an early stage, so that the maximum amount of sustainable measures can be incorporated in the proposal up-front. The applicants have submitted an Energy Statement and a Sustainable Development Checklist, which has been revised during the course of the application.

The latest revised submitted Sustainable Development Checklist has a score of 39.8% (applicant's score). Officers have not completed their assessment of the checklist as further information is sought and your officers are also awaiting responses from some consultees regarding the revised proposals. A minimum score of 50% is normally required. In any case, the applicants should demonstrate to the Council's satisfaction that all available credits have been maximised.

The applicants have submitted a revised Sustainability Statement (Energy Assessment) which confirms that the proposal will provide a 25% reduction in CO<sub>2</sub> (Regulated only) associated with the development. However, further information is required to demonstrate that the proposal will comply with the London Plan Energy Hierarchy. Further details have therefore sought from the developer and will be discussed in the supplementary report.

The applicant proposes that a BREEAM rating of "Very Good" will be achieved rather than the policy requirement of "Excellent". Your officers are currently assessing the applicant's case regarding this, where the applicant has set out that it is not feasible to achieve "Excellent" due to the nature of the use, the site and the fact that the facilities and equipment are being moved from the existing A&E facility rather than being newly provided.

All details requested for the Sustainability of the proposed scheme, as discussed above, will be reported in the Supplementary Committee Report.

## **CONSULTATION**

### Consultation on initial submission

Site notices, dated 23<sup>rd</sup> July 2012 were posted around the site, including at the main entrance of the hospital. No letters of representation had been received to date on this initial consultation.

*Ward Councillors* were notified. There have been no responses to date.

Initial comments received in response to initial consultation for original submitted plans and some consultee responses to further consultation carried out on 10<sup>th</sup> October 2012:

### *Landscape officer*

The initial plans submitted resulted in a proposal which would result in a net loss of trees. Any trees lost should be replaced on a one for one basis. The proposal should result in maximising landscaping, including additional trees. Full details of the green roof should be provided, including design, layout, any proprietary system, irrigation proposals and planting species should be provided.

The Landscape Officer has commented on revised plans received in October 2012. There are no objections

to the overall site layout, and indicated locations for new trees is agreed. An area is shown with dashed line as potential tree planting, the question is asked what is proposed here. Nothing has been proposed on the potential for tree planting within or at edge of existing car park to south of main site circulation road. This is an important improvement to a large open tarmac area.

No details for planting against the wall of the undercroft have been submitted. This will be a large expanse of blank wall which should be improved by climbing plants or wall shrubs.

A pedestrian crossing still leads from the existing car park into the new undercroft wall – how will pedestrians access A & E from this crossing?

No details have been provided of the green roof on the main building.

### *Highways*

No objections in principle. However, detailed drawings for the site are required, showing the layout of all car parking and bicycle parking within the site, details of pedestrian steps and ramps and details of the layout alterations to the circulatory road through this part of the site, including surfacing treatment, traffic calming measures, on-street parking, pedestrian crossing facilities, bus stops, car park access layouts, lighting and drainage.

A review of the Hospital Travel Plan is also required to be undertaken.

The Transportation Officer has commented on the revised plans, and has raised some concerns. In summary, revised detailed layout drawings for the site are required to show:

- The provision of a 2m footway along the northern side of the hospital circulatory road where it adjoins the site, with dropped kerbs and tactile paving where it crosses car park access roads
- Amendments to the kerblines of the proposed junction into the ambulance setting down zone
- Details of bus stop markings and kerb arrangements (plus a potential shelter) for the proposed new bus stop, together with the removal of any car parking spaces opposite and
- Details of three further bicycle stands to the front of the building and a shelter to the bicycle parking spaces at the rear
- There should be secure lockers provided within the proposed changing areas for staff for both sexes.
  
- There are concerns with regard to the impact that the access to the ambulance drop-off zone would have on safe pedestrian access to the building. In particular, the timber cribwall with planting between the access road and the hospital circulation road would remove any scope to continue the pedestrian footway along this length of the circulatory road.
- A statement is required regarding what will become of the existing A&E department located in Block A if the floorspace is to be re-used rather than demolished.

### *Urban Design*

The Design Officer has responded to the revised plans. The following points are raised:

- The lack of a continuous footway around the perimeter of the new building is a concern. The public realm is dominated by parking and in order to walk around the building, pedestrians would be forced to cross over the road, walk along the edge of the car park and then cross back over the road.
- Further details of the seating/planting area are required
- There is huge potential to incorporate an avenue of high quality trees around the perimeter of the new building.

### *Environmental Health*

No objection to the original consultation. A standard condition relating to noise levels from any plants is recommended.

### Statutory Consultees

*London Borough of Harrow* – Raise no objection to the original consultation. The following points, however, are highlighted:

- The development will have some impact upon traffic generation within LB Harrow. However, as the development relates to the modernisation of emergency services on the site, it is considered that any increase in traffic impacts will be moderate and primarily outside of peak hours
- Land to the west of Watford Road, adjacent to the application site is designated within the Harrow development plan as an Area of Special Character, Metropolitan Open Land and a Site of Nature Conservation Importance

#### *Environment Agency*

The initial Flood Risk Assessment was not acceptable, and therefore Environment Agency raised objection. This has since been revised, with further information, and is now acceptable, subject to a planning condition, requiring further details of surface water drainage system.

#### *Transport for London*

A response to the revised scheme from TFL has not been received as yet, and shall be reported in the Supplementary Report to Committee.

#### Consultation on revised scheme

As the scheme has been revised since the original plans were submitted, a 14 day consultation has been carried out by letters dated 10<sup>th</sup> October 2012. Responses from all consultees will be reported in the Supplementary Report to Committee.

### **REMARKS**

#### Introduction

The hospital site comprises of 1970s concrete buildings of various sizes, which have been added to over the last 40 years. Residential accommodation for hospital staff, is located to the east, Northwick Park Golf Course (Play Golf) is located to the south and the University of Westminster to the north. The adjacent Block J has recently been extended with 3-storey extension to provide additional, modern operating theatre suites.

The current application relates to the area to the south east of these buildings. The existing single storey building, known as the 'Ronald McDonald Building' – Block GG, used as the Paediatric Academic Centre, is to be demolished. The rest of the area on this corner of the site is un-developed and is open green space, with a number of trees.

The new building is to be part single storey, part 2-storey and part 3-storey building, to include an undercroft to provide a modern A & E department, with a new floor space of 4,377m<sup>2</sup> (GIA), with the scope to add further storeys in the future to accommodate expansion of the hospital. The revised scheme also proposes a new bus-stop at the entrance of the new A&E block.

The proposed development is in line with the long-term re-development plans for Northwick Park Hospital, as allocated with the Site Specific Allocations within the Local Development Framework. The general principle of the development (the renewal and expansion of hospital services at Northwick Park) is considered to be in accordance with these policies and is supported by your officers.

#### Loss of green space

The application site encompasses one of the only large remaining open green spaces left on the main hospital site. However, the needs of a modern A&E Department at Northwick Park Hospital outweighs the loss. To mitigate this loss, the proposal includes a green roof, and ensure that a good quality landscaping scheme and replacement trees are provided.

#### Design and Massing and Impact on the Character of area and adjoining properties

The main hospital site comprises concrete buildings of varying heights. The area to be developed, includes the demolition of a single storey block, (area 423m<sup>2</sup>), and the adjacent green space. Nearby blocks vary in height, including blocks E and G which are 7 storeys high. The new nearby Block J extension is 3 storeys high.

The original hospital buildings are concrete utilitarian buildings with various additions over the years. The design of the proposed new A&E block would be more modern in design and appearance to the main concrete buildings of the hospital. The proposed materials for the new A&E building are in line with sustainability requirements for the type of construction, and are welcomed.

### Transportation

The Council's Transportation Officer has raised a few issues regarding the scheme. These are summarised in the consultations section of this report. In particular, there is a requirement to update the Hospital's travel plan, as well as a statement explaining what is to become of the existing A&E within the existing block A.

A particular concern is raised regarding safe pedestrian access around the perimeter of the site, which is also raised by the Design and Landscape Officers. Revised details of this have been sought and will be discussed in the Supplementary Report.

Any relevant conditions in relation to Highways matters will be added after further revisions to the scheme have been received.

### Landscaping and Trees

The proposed development will result in the loss of 32 trees on site. The revised details do not provide sufficient information to show whether the same number of trees are to be replaced. The Council's Landscape and Tree Officers have been consulted and it is expected that a minimum of 32 replacement trees should be provided as well as a minimum of an additional 8 trees within the existing staff car park to the south of the site.

A fully detailed landscaping scheme will be required through condition, including hard materials; plant species, quantities, densities and maintenance schedule. This shall include full details of the proposed green roof.

### Conclusion

The proposed new A&E building is in accordance with Brent Council policy and guidance, subject to revisions required to satisfy issues raised by Officers. Subject to satisfactory revisions, the development is considered to be within the scale and character of the application site and adjacent buildings, and your officers recommend that planning permission is granted subject to a S106 agreement and relevant planning conditions.

Several issues still need to be resolved and further information has been sought. This will include the following:

- Details of revised plans in line with concerns raised by officers, and discussed in this report
- Further details relating to sustainability
- The formal response from Transport for London in relation to the revised proposal
- Any further relevant conditions relating to Highways matters will be reported/attached

The further and revised information together with the comments that are still to be received will be discussed in the Supplementary Report.

**RECOMMENDATION:** Grant Consent subject to Legal agreement

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

National Planning Policy Framework 2012

London Plan 2011

Brent's Unitary Development Plan 2004

Brent's Core Strategy 2010



Local Development Framework, Site Specific Allocations 2011  
Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".  
Supplementary Planning Guidance (SPG) 19 - "Sustainable Design, Construction & Pollution Control".  
Supplementary Planning Document - S106 Planning Obligations.

#### CONDITIONS/REASONS:

- (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):

NPH-JCA-DWG-16-001 Rev AP01;  
12016-SI-002;  
12016-GA-101;  
12016-GA-102;  
12016-GA-103;  
12016-GA-201;  
12016-GA-202;  
Topographical and Utility Survey Sheet 1  
Topographical and Utility Survey Sheet 2;  
NPH-JCA-DWG-16-002 Rev AP02;  
NPH-JCA-DWG-20-001 Rev AP 6;  
NPH-JCA-DWG-20-002 Rev AP 6;  
NPH-JCA-DWG-21-001 Rev AP01;  
NPH-JCA-DWG-23-001 Rev AP01;  
NPH-JCA-DWG-23-002 Rev AP01;  
NPH-WSP-SKE-95-002 Rev AP01;  
0240/ATR/010 Rev A;  
0240/ATR/011 Rev A;  
0240/ATR/012 Rev A;  
Planning, Design and Access Statement (dated October 2012);  
Sustainability Statement for Planning (Rev B, dated 11/10/12) by *Couch Perry and Wilkes*  
BREEAM 2011 New Construction Pre-Assessment Estimator  
Sustainable Development Checklist (dated 04.10.2012);  
Transport Statement by WYG Transport Planning;  
Flood Risk Assessment by WYG Engineering (dated June 2012)  
Addendum to Flood Risk Assessment by WYG Engineering (dated September 2012)  
Waste Management Policy (dated July 2010)

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

- (3) The rated noise level from any plant shall be at least 10dB below the measured background noise level at the facade of the nearest noise sensitive receptor - a positive indication that complaints are unlikely. The method of assessment should be carried in accordance with BS4142:1997 'Rating industrial noise affecting mixed residential and industrial areas'. Should the predicted levels exceed those specified in this condition, a scheme of insulation works to mitigate the noise shall be submitted to the local planning authority for approval. The equipment shall be installed and constructed in accordance with any approved scheme and be permanently maintained thereafter.

Reason: To protect the amenity of nearby residents.

- (4) Details of materials for all external work, including samples, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The work shall be carried out in accordance with the approved details.

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

- (5) All areas shown on the plans shall be suitably landscaped and a scheme is to be submitted to and approved in writing by the Local Planning Authority prior to commencement of any demolition/construction work on the site. Such landscape works shall be completed prior to occupation of building(s) and commencement of the use, unless otherwise agreed in writing by the Local Planning Authority

Such details shall include but not be limited to:

- (a) Existing contours and levels and any alteration of the ground levels, such as grading, cut and fill, earth mounding and ground modelling.
- (b) Full details of hard-surfacing materials for all areas of hard surface within the site including paths, ramps, steps, parking areas, indications of the surfacing delineation of different users within any shared surface areas, and consideration of sustainable urban drainage systems (SUDs)
- (c) A plan showing the size, species and location of a minimum of 32 suitable replacement trees with minimum 14-16cm girth in appropriate locations within the site to be developed and a minimum of 8 additional tree with a minimum 14-16 girth within the existing staff car parking area located to the south of the site, adjacent to the boundary with neighbouring site at Play Golf site, with a full maintenance regime for all trees;
- (d) All planting including location, species, size, density and number with a soft landscaping planting schedule and layout plan. This shall include details of a planting (climbing plants and wall shrubs) against the undercroft retaining wall , proposed break-out system for roots, where applicable.
- (e) Any sustainable construction methods which are to be used.
- (f) A detailed (min 5 year) landscape management plan showing requirements for the ongoing maintenance of hard and soft landscaping. The management plan shall be fully implemented following approval.

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure a satisfactory standard of appearance and setting for the development and to ensure that the proposed development enhances the visual amenity of the locality in the interests of the amenities of the occupants of the development

- (6) Prior to demolition/construction work on-site details of the living green roof to be submitted to and approved in writing by the Local Planning Authority. Such landscape works shall be completed (a) prior to occupation of building(s) and/or (b) within 18 months of commencement of the development hereby approved.

Such details shall include:-

- (i) General arrangement of hard and soft landscape; construction details of roof; drainage; waterproofing; proposals; indicative sections across roof.
- (ii) Substrate depth to soft landscape – to be a minimum of 100mm for sedum/wildflower; 150mm for turf; 300-450mm for shrubs and 600mm for trees. Areas of soft landscape/planting should cover at least 70% of total roof space.
- (iii) All hard surfacing including locations, materials and finishes.
- (iii) The location of, details of materials and finishes of, all proposed street furniture, storage facilities, signage and lighting.
- (iv) Proposed boundary treatments including railings, balustrades, parapets, screens etc. indicating materials and dimensions.

(v) All planting including location, species, size, density and number. Native, suitable plants should be specified as much as possible, where appropriate.

(vi) A detailed (min 5 year) landscape management plan showing requirements for the ongoing maintenance of hard and soft landscape. Water points should be provided as necessary

Any trees and shrubs planted in accordance with the landscaping scheme which, within 5 years of planting are removed, dying, seriously damaged or become diseased shall be replaced in similar positions by trees and shrubs of similar species and size to those originally planted unless otherwise agreed in writing with the Local Planning Authority.

Reason:

To ensure a satisfactory standard of appearance and setting for the development and the interests of both local biodiversity and amenity are maximised. Also to promote sustainable design, sustainable drainage, and urban cooling.

- (7) The development shall not be occupied until such time as a review of the existing Hospital Travel Plan has been undertaken and full details of the review have been submitted to and approved by the Local Planning Authority. This shall include consideration of the future use of the vacated A&E unit in Block A. The approved details shall be implemented in full.

Reason: In the interests of sustainable travel, and the conditions of highway safety, the free-flow of traffic on the neighbouring highways and the general amenities of the locality.

- (8) No development shall take place until a surface water drainage scheme for the site, based on sustainable drainage principles and an assessment of the hydrological and hydrogeological context of the development, has been submitted to and approved in writing by the Local Planning Authority. The drainage strategy should demonstrate the surface water run-off generated up to the including the 1 in 100 year critical storm will not exceed the run-off from the undeveloped site following the corresponding rainfall event. The scheme shall subsequently be implemented in accordance with the approved details before the development is completed.

Reason: To prevent the increased risk of flooding, both on and off site.

- (9) Notwithstanding the details submitted, full details of a further three bicycle stands (to provide storage for a total of 6 additional cycles) to the front of the new building shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of work on site. Thereafter the development shall not be occupied until the cycle parking spaces have been laid out in accordance with the details as approved and these facilities shall be retained.

Reason: To promote sustainable modes of transport and ensure satisfactory facilities for cyclists.

#### **INFORMATIVES:**

None Specified

#### **REFERENCE DOCUMENTS:**

Brent's Unitary Development Plan 2004

Brent's Core Strategy 2010

Local Development Framework, Site Specific Allocations 2011

Supplementary Planning Guidance (SPG) 17 - "Design Guide for New Developments".

Supplementary Planning Guidance (SPG) 19 - "Sustainable Design, Construction & Pollution Control".

Supplementary Planning Document - S106 Planning Obligations.

Any person wishing to inspect the above papers should contact Avani Raven, The Planning Service, Brent

House, 349 High Road, Wembley, Middlesex, HA9 6BZ, Tel. No. 020 8937 5016