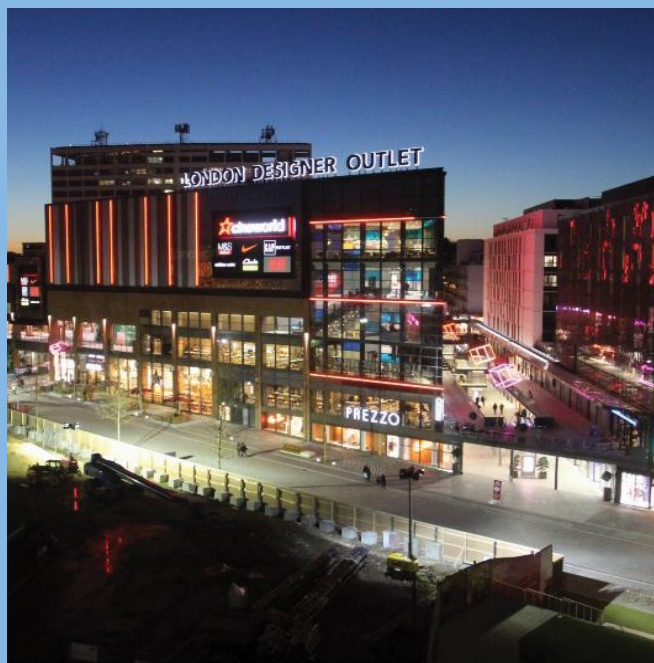


Appendix 2

DRAFT DEVELOPMENT MANAGEMENT POLICIES



LONDON BOROUGH OF BRENT LOCAL PLAN
PUBLICATION VERSION SEPTEMBER 2015



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Foreword

This document has been produced as part of the on-going process of replacing the Unitary Development Plan. It includes the Council's Development Management Policies which are necessary for determining planning applications in the borough. This document reflects Brent's Core Strategy which aims for Brent to be a great place, a borough of opportunity and an inclusive borough.

At Brent we are committed to providing a high quality and responsive Planning Service. This includes full community involvement in the preparation of important development plan documents. These contribute to delivering the aims and objectives of Brent's Community Strategy.

I hope you will take this opportunity to participate in the process of drawing up the new plan. If we are to shape the borough the way you want to see it then we need to hear from you. Please tell us what you think.



Councillor Margaret McLennan, Brent's Lead Member for Housing and Development

HOW TO GIVE YOUR VIEWS

The Development Management Policies Publication Stage Document is published for comments on its soundness. Further copies of this document can be downloaded from the Brent Council website at www.brent.gov.uk/dmp.

Make your comments by the following ways:

- Online via the interactive web version of this document at www.brent.gov.uk/dmp
- By email to ldf@brent.gov.uk
- In writing addressed to: Planning Policy and Projects Team, Planning and Regeneration, London Borough of Brent, Brent Civic Centre, Engineers Way, Wembley, Middlesex HA9 0FJ

Please reference your comments to the relevant policy or paragraph of the document.

All comments must be received by **5pm on 5th November 2015**.

Any representations made in relation to this document will be made available to the public.

For any further information regarding this document please contact the Planning Service on the address provided above or by calling 020 8937 5230.

1 Introduction

Purpose of the Development Management Policies Document

1.1 This Development Management Policies document. It sets out the Council's policies which along with other policies within the Development Plan will be used for the determination of planning applications for development in the borough. It will complete Brent's new Local Plan (previously known as the Local Development Framework), and will replace Brent's remaining saved UDP policies.

1.2 The Council is required to prepare the Local Plan by the Planning and Compulsory Purchase Act 2004 (as amended). The Local Plan is made up of a number of documents. This includes this Development Management Policies document, as well as the Core Strategy, Site Specific Allocations Development Plan Document, the Wembley Area Action Plan and the joint West London Waste Plan. The Local Plan will also be supplemented by more detailed guidance in the form of Supplementary Planning Documents. The documents that make up the Local Plan are illustrated in Figure 1. Alongside the London Plan these documents provide the planning framework for the borough, guiding change to 2029 and beyond.

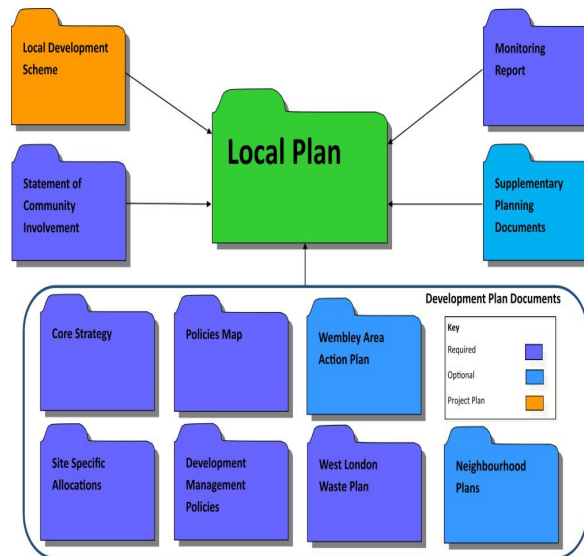


Figure 1 : Documents that form the Local Plan

The Process so Far

1.3 This document reflects, and builds upon, a consultation stage in June 2007 which proposed some preferred options for policy at that time. Due to significant changes in the planning system since 2007, including the publication of the National Planning Policy Framework (NPPF) in 2012, and the new challenges and opportunities for Brent, it was

necessary to undertake a further consultation on revised policies between June and July 2014.

1.4 There is now an opportunity to comment on the publication version of the Plan before it is submitted for Examination by an independent Planning Inspector. At this stage comments should relate to whether you consider that the Plan is 'sound'. To be 'sound' a plan should be positively prepared, justified, effective and consistent with national policy.

Structure of the Development Management Policies

1.5 The draft policies and their supporting text are set out on a topic basis. They relate to the objectives and strategic policies included in the Core Strategy and the London Plan. Each chapter includes a brief introduction setting out the purpose of the development management policy, and the role it plays in responding to and building on the Core Strategy and London Plan. Where a locally specific policy is not required, relevant policy in the NPPF, London Plan and Core Strategy is cross-referenced.

DMP X**Policy Name**

Policy text is shown in a purple box. Each policy has a reference number beginning DMP. The policy generally sets out one or more key development management principles along with any supporting criteria that are required.

National & London Plan

Green boxes highlight related national and London Plan policy and guidance.

Brent Council

Orange boxes highlight related local policy and guidance.

1.6 Policy and guidance is followed by explanatory text, providing more information on how policy will be applied and explaining any technical terms. This text sets out any supporting material that should generally be

submitted as part of a planning application in order to show how the proposal addresses policy requirements. Key information *is shown in italics*.

Evidence Base

Relevant evidence base documents are highlighted at the end of each chapter in a pink box.

1.7 Chapter 11 'Delivery and Monitoring' shows the relationship between the objectives and policies and includes a set of indicators by which progress towards meeting the objectives is to be assessed.

2 General Development Management Policy

2.1 The Council has a positive attitude towards development and the potential benefits that it can provide to residents, businesses and visitors. Brent seeks to support the presumption in favour of sustainable development within the NPPF and Development Plan documents consistent with this including the London Plan and Brent Core Strategy. To reduce the potential for repetition within policies within the Brent Local Plan a General Development Management Policy is included. This also gives a broad overview of issues that developments should address and seek to satisfactorily resolve prior to a planning application being submitted and subsequently being approved.

DMP 1

Development Management General Policy

Subject to other policies within the development plan, development will be acceptable provided it is:

- a. of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality;
- b. satisfactory in terms of means of access for all, parking, manoeuvring, servicing and does not have an adverse impact on the movement network;
- c. provided with the necessary physical and social infrastructure;
- d. preserving or enhancing the significance of heritage assets and their settings;
- e. maintaining or enhancing sites of ecological importance;
- f. safe, secure and reduces the potential for crime;
- g. not unacceptably increasing exposure to flood risk, noise, dust, contamination, smells, waste, air quality, light, other forms of pollution and general disturbance;
- h. retaining existing blue and green infrastructure including water ways, open space, high amenity trees and landscape features or providing

- i. appropriate additions or enhancements; and
- i. resulting in no loss of community facilities or other land/buildings for which there is an identified need.

2.2 In considering the appropriateness of developments a number of factors as outlined in the policy may be applicable, whilst for some, relatively few will apply. A number of the criteria are inter-related. For each criterion there is also likely to be more specific policy considerations in the NPPF and associated Planning Practice Guidance, the London Plan and the Brent Local Plan and associated Supplementary Planning Documents.

2.3 Where approved, the impact of the majority of developments is likely to be controlled through approving a set of plans, along with a limited number of associated conditions. For larger scale developments the number of conditions is likely to be larger with potential additional information needing to be supplied prior to commencement or occupation of the development. In a small number of cases legal agreements between the developer and the Council (and others) might be required

to ensure that certain actions or payments are undertaken to ensure that a development is acceptable.

2.4 Some uses have specific policy that prioritises their direction towards certain locations, e.g. main town centre uses within town centres; others in principle might be appropriate in a wider variety of locations, e.g. residential. Whilst an individual development of a particular use might be acceptable, a concentration of the same or similar uses might not be, for example if giving rise to potential increases in anti-social behaviour, or exacerbating an adverse environmental issue.

2.5 In relation to the siting, layout, scale, type, density, materials, detailing and design of a development, the surroundings of the site will be an important consideration and in particular, the quality of the development and how it would relate to existing buildings and spaces together with its impact on neighbouring occupiers. In areas with a set of consistent characteristics that create a sense of place this does not necessarily mean a slavish reproduction of existing styles or architecture. Modern interpretations based on a demonstrable appreciation of local context can add variety and interest to complement rather

than detract from the attributes of recognised high quality areas. For those in the development and neighbours it is important that the development creates a high quality environment, addressing issues like spaces between buildings, privacy, outlook, daylighting, shadowing, micro-climates and amenity space.

2.6 The accessibility of a development is a fundamental component of its success. From an equalities perspective development should be as accessible as possible to individuals whatever their characteristics. In addition movements by walking, cycling and public transport should be maximised and functioning of existing movement networks not undermined. Where buildings need to be served by parking and require accessibility for servicing this needs to be fit for purpose in terms of amount and layout.

2.7 Development will be expected to provide any associated infrastructure required to make it accessible from a planning perspective. This includes elements such as on of off-site physical infrastructure for example transport improvements or surface water drainage or social infrastructure such as additional capacity in schools or health practices.

2.8 Heritage assets include a wide variety of statutorily designated and non-designated features. Some are protected by law and cannot be materially altered without consent, e.g. listed buildings and scheduled monuments. This statutory protection also places a legal duty on the Council to seek to preserve or enhance the significant of such assets and their settings. As such development affecting a heritage asset will be required to show that it seeks to preserve or enhance its significance and its setting.

2.9 Similarly with ecological sites, some have statutory designations, e.g. Sites of Special Scientific Interest whilst for ecology in general other legislation statutorily protects flora and fauna such as bats and nesting birds. The emphasis is on protecting and ideally enhancing these types of features. Extensive archaeological priority areas of Brent are identified and similarly in such areas developments should seek to identify potential assets and avoid their harm.

2.10 Developments should be safe and not expose users or those in neighbouring areas to an unacceptable risk of danger. In seeking to limit the potential for crime the preference is through good design related to factors such as

the layout, use, building orientation and materials, as well as security deterrents such as locks, fences, alarms and CCTV.

2.11 Developments should ensure that they do not create unacceptable exposure to adverse environmental factors to users/occupiers and those in surrounding areas. National policy seeks to steer development away from areas of flood risk (from rivers and others sources), unless exceptions can be justified. Developments should also control water output to ensure flood risk to other areas is not unacceptably increased. Similarly, this approach applies to a range of other potential environmental factors which will have to be controlled by, for example, location away from receptors, or physical measures to bring potential impacts to acceptable levels. In the case of a takeaway introduced into a shopping parade with residential properties above, this could require filters and positioning of extraction fans/flues to reduce the impact of noise, smells and diminished air quality, whilst limits on opening hours might be required to regulate general disturbance from patrons at night.

2.12 Environmental assets such as blue and green infrastructure enhance the appearance, quality and bio-diversity of Brent, provide a

recreational resource, improve air quality and reduce the potential impacts of climate change. As such wherever possible and in particular where they are of high quality they should be retained. In addition to this developments are encouraged to take every opportunity to provide additional features or where adjacent provide extensions to or enhance the setting of such features.

2.13 Brent's predicted increase in population size, along with its continuing trend for increased diversity will put pressure on the capacity of supporting community facilities. This allied to the need to provide new homes and employment opportunities means that community facilities which have a low value may be under-pressure for redevelopment for higher value uses. Communities have the potential to identify Assets of Community Value, in addition to this in Brent emphasis will be placed on ensuring that such community facilities are not lost where they meet or could meet a potential need.

3 Town Centres

3.1 This chapter seeks to ensure Brent's town centres provide customer choice and a diverse retail offer as required by the NPPF and London Plan. It builds on Core Strategy Policy 16 which establishes the town centre hierarchy, by providing detailed guidance to support the development of strong town centres. It also updates the hierarchy to include Church End as a local centre due to its function and scale.

Supporting Strong Centres design review

3.2 Policy DMP 2 'Supporting Strong Centres' seeks to ensure Brent's town centres provide customer choice and a diverse retail offer as required by the NPPF and London Plan. It sets a locally appropriate threshold for retail impact assessments.

DMP 2

Supporting Strong Centres

Design

Proposals for shop fronts and forecourts will be required to retain shop fronts of architectural or historic merit, demonstrate a high quality of design, complementing the building and adjoining properties. Forecourt trading will be permitted where it does not cause an obstruction to pedestrians or nuisance to neighbouring residential occupiers.

Diversity of uses

Non-A1 or A2 uses will be permitted within town centres where:

- a. it would not reduce the proportion of frontage in A1 and A2 use to less than 65% of the primary frontage; or
- b. if vacancy rates exceed 10% of primary frontage it would not reduce the proportion of frontage in A1 and A2 use to less than 50%; and
- c. the proposal provides, or maintains, an active frontage.

Unviable secondary frontage on the periphery of town centres will be acceptable for residential development.

Retail Impact Assessments

Proposals involving 500 sqm gross retail floorspace or above, which are outside of town centres and do not accord with the Local Plan, should be accompanied by a Retail Impact Assessment.

Meanwhile Uses

The use of vacant sites or buildings for occupation by temporary uses that will benefit a town centre's viability and vitality will be permitted.

National & London Plan

[2.15: Town Centres](#)

[Town Centre Supplementary Planning Guidance \(2015\), GLA](#)

Brent Council

[Core Strategy Policy CP 16: Town Centres and the Sequential Approach to Development](#)

Emerging Brent Shopfront Supplementary Planning Document

3.3 The policy approach will also be applied in assessing permitted development prior approval applications for retail to residential and retail to a restaurant or café. *The proportion of frontage is to be calculated based on the length of the primary frontage in metres in the centre as a whole.*

3.4 Main town centre uses, as defined in the NPPF, will be considered acceptable in designated frontage subject to meeting other policy requirements. As an exception the conversion of peripheral secondary frontage to residential development will be permitted where this will not impact on the vitality and viability of the town centre.

3.5 Frontage will be considered peripheral where it is outside of the primary shopping area (primary and adjoining or closely related secondary frontage) and its conversion would not result in residential development between frontage in main town centre use.

3.6 Developers will be required to demonstrate that the frontage is unviable by providing evidence that the unit has been vacant for a year despite an active marketing campaign, or that vacancy levels are such that uses could reasonably be relocated elsewhere in the centre. Marketing must be through a

commercial agent at a price that genuinely reflects the market value in relation to use, condition, quality and location of floorspace. A professional valuation of the asking price and/or rent will be required from at least three agents to confirm that this is reasonable.

3.7 A 'meanwhile use' is the temporary use of vacant buildings or land for a socially beneficial purpose until such a time that they can be brought back into commercial use again. A 'meanwhile use' is not the same as a normal temporary lease or license because it recognises that the search for a commercial use is ongoing.

Non-Retail Uses

3.8 To ensure there is not an over-concentration of particular uses within any single length of frontage the policy seeks to prevent adult gaming centres, pawnbrokers, betting shops and takeaways locating in close proximity to a unit in the same use.

3.9 The NPPF states planning policy is to take account of and support local strategies to improve health, social and cultural wellbeing. Local studies have found that takeaways and shisha cafés are impacting negatively on the health of Brent residents, particularly young people. Accordingly, to support local health

strategies, this policy sets a limit on the proximity of these uses to secondary schools and further education establishments.

DMP 3

Non-Retail Uses

Betting Shops, Adult Gaming Centres and Pawnbrokers

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

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

Takeaways

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

- an A5 use within 400 metres of a secondary school or further education establishment;
- more than 6% of the units within a town or neighbourhood centre frontage in A5 uses;
- less than two non-A5 units between takeaways; or
- on-street parking in front of the premises creating highway safety problems.

Policy WEM 26 in the Wembley Area Action Plan applies to takeaways in Wembley and Wembley Park centre.

Shisha Cafés

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

3.10 Brent's town centre health checks indicate in the borough pawnbrokers often also provide a payday loan service, and these uses are often indistinguishable from each other, therefore for the purposes of this policy the term pawnbrokers is inclusive of payday loan companies.

3.11 Further education establishments are those which deliver post-compulsory education for people over 16. The hot food takeaway policy applies to all town centres with the exception of Wembley and Wembley Park, which are covered by policy WEM 26 in the Wembley Area Action Plan.

Neighbourhood Centres and Isolated Shop Units

3.12 Outside of town centres, neighbourhood centres and isolated shop units provide convenient access to goods and services which are needed on a day to day basis. To promote sustainable communities the loss of retail and services will be resisted in under-served areas.

DMP 4

Neighbourhood Centres and Isolated Shop Units

Loss of A1, A2, or A3 uses in neighbourhood centres or isolated shop units outside designated town centres will be permitted where the centre or unit:

- a. is within 400 metres of equivalent alternative provision;

- b. is unviable; or
- c. the proposal will provide a community facility for which there is a demonstrable need.

Where permitted sympathetic retention of any existing shop front will be required unless a high quality alternative more sympathetic to the building's qualities or street scene will be delivered.

3.13 In determining applications for planning permission and retail to residential permitted development prior approval, development resulting in the loss of local retail and service provision will not be permitted unless there is alternative equivalent provision within 400 metres. This is considered a reasonable walking distance (5 minutes for the average person) to access convenience shopping and local services. Provision will be considered equivalent where it provides a similar offer which meets the same need, such as the need for fresh food or a financial service. Marketing evidence will be required demonstrating an active marketing campaign for a continuous period of at least a year whilst the premises were vacant or in 'meanwhile use', which has shown to be unsuccessful. This approach will also be applied in assessing applications for

retail to residential permitted development prior approval. A change of use to a community facility such as a community centre will be permitted where it can be demonstrated there is a need for such provision. Demonstration of need must include evidence of consultation with service providers and the local community and an audit of existing provision within the local area.

3.14 Where a loss of retail or local service is allowed, the most appropriate alternative use would be housing. In considering applications for alternative uses, particular regard will be given to the possible effect on the amenity of adjoining residential properties. The Council's Shopfront SPD provides further guidance on sympathetically converting shops to residential units.

Markets and Carboot Sales

3.15 Markets can make an important contribution to the vitality of town centres and therefore are to be retained and enhanced. However, if poorly designed or managed, markets and carboot sales can cause harm to surrounding areas. This policy establishes the factors the Council will consider when determining an application for such uses.

DMP 5

Markets and Carboot Sales

The Council will protect and promote markets by:

- a. resisting the permanent loss of existing retail market sites unless comparable provision is made or there is no demand for continued market use;
- b. supporting the improvement of existing retail markets, including storage and preparation space for traders to meet public health requirements; and
- c. giving favourable consideration to proposals for new markets in town centres which help diversify provision.

Planning permission for new markets and carboot sales will be subject to a Management Plan being agreed by the Council.

3.16 Applications for markets and carboot sales must be accompanied by site layout plans and Management Plans. For carboot

sales the layout plan should indicate vehicle trading areas, maximum number of vehicles, spacing and aisle widths. Management Plans must include details of time and duration of the sale, arrangements for marshaling access, parking, servicing, safety measures and signage, with arrangements for the display and/or collection of sellers' details.

3.17 Management Plans for the operation of such sales should satisfactorily address the following considerations:

- a. The proposal should include adequate arrangements for the storage and/or collection of waste during the sales, as well as its disposal afterwards;
- b. The scale of activity, in terms of the number of pitches, is not excessive in relation to the scale of the centre;
- c. Any additional traffic generated by the sales would not cause unacceptable impact on the existing road network nor constitute a safety hazard;
- d. The access and parking arrangements for both trading and customer vehicles would not cause noise disturbance to nearby residents at unsociable hours; and
- e. In the case of carboot sales that provision for the parking of all trading vehicles is made on-site.

3.18 Any permission granted for carboot sales would be for a limited period only (normally 18 months) and subject to a condition waiving an appropriate proportion of permitted development rights on the cessation of the planning permission. In all cases, permission will be made personal to a named person or persons, to ensure the responsibility and arrangements for the operation of the sale do not change without the knowledge and express consent of the planning authority.

3.19 In addition to planning controls, the Council manages proposals for new markets through its role in determining applications for street trading licenses.

Visitor Accommodation and Attractions

3.20 Core Strategy Policy CP 23 provides guidance on protecting existing cultural facilities, whilst the Wembley Area Action Plan encourages leisure, tourism and cultural uses within the Wembley Strategic Cultural Area. In accordance with London Plan policy 4.5 this chapter includes detailed policy to ensure visitor accommodation provides inclusive access, and is not occupied by permanent residents.

DMP 6

Visitor Accommodation and Attractions

Visitor accommodation and attractions will be encouraged in Wembley Strategic Cultural Area and in town centres in accordance with the sequential approach, and permitted when not compromising the supply of land for new homes on allocated housing sites and the Council's ability to meet its housing targets.

Proposals for hotel development must be inclusive and accessible and are to be accompanied by Accessibility Management Plans.

Conditions will be applied to ensure visitor accommodation is not occupied by permanent residents.

National & London Plan

[4.5: London's Visitor Infrastructure](#)

[Town Centre Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP 23: Protection of existing and provision of new Community and Cultural Facilities](#)

3.21 In addition to hotels visitor accommodation includes aparthotels, guesthouses, bed and breakfast accommodation, self-catering facilities and youth hostels. Conditions will be applied to ensure visitor accommodation is managed appropriately as short term accommodation and rooms are not occupied for periods of 90 days or more. It will be relevant to apply conditions to premises such as aparthotels, self-catering facilities and youth hostels to ensure they are not occupied on a more permanent basis.

3.22 Design and Access Statements are to be sufficiently detailed to demonstrate that inclusive access is integral to the design and, in the case of hotels, an adequate choice of accessible room types is provided to all customers. Applications for hotel development are required to be accompanied by an Accessibility Management Plan (AMP) to demonstrate that the management and

operation of accessible rooms is considered from the outset of the design. An AMP is distinct from a Design and Access Statement as its purpose is to ensure accessibility and inclusion are monitored and maintained throughout the life of the development. Both are to be prepared to be in keeping with the criteria set out in the Mayor's Town Centres SPG.

Evidence Base

Brent Young Persons Cigarette and Shisha Audit (2012), London Borough of Brent and NHS Brent

Retail Impact Assessments Background Report (2013), London Borough of Brent

A Fair Deal: Betting Shops, Adult Gaming Centres and Pawnbrokers in Brent (2013), London Borough of Brent

Takeaway Policy Background Report (2013), London Borough of Brent

Town Centre Background Report (2015), London Borough of Brent

4 Built Environment

4.1 The London Borough of Brent forms part of London's urban/suburban fringe. The River Brent, which gives the borough its name, provides a natural division between Willesden (mostly built up by the end of the 19 Century) and the uplands of Wembley and Kingsbury (only made suburban between the wars). The areas on either side of the river are now quite distinct in architecture. Typical of much of London there is a multi-centred structure from amalgamated villages. Main roads well-defined by densely developed frontages link the centres to each other and the wider north/west London area.

4.2 Brent's development has tended to reflect its accessibility from London. The British Rail lines and the Metropolitan Railway enabled suburban 'Metroland' development. This was boosted by the British Empire Exhibition in Wembley Park in 1924/25. Much of the architecture of Brent reflects the styles of these times. This has been added to by new cultural groups who have introduced new architectural styles, an example of which is the Swaminarayan temple in Neasden.

4.3 Within Brent the scale of development associated with meeting housing, employment, social infrastructure needs means there are undoubtedly the opportunities to create new and distinctive areas. However, there is also a necessity to respect the characteristics of those high quality areas that exist and where possible supplement positive attributes such as landscape features.

Achieving Design Quality

4.4 A challenge for Brent is to ensure that all development is of a high design quality. This is consistent with the Brent Core Strategy and London Plan aim of delivering sustainable places as a key aspect of sustainable development. The Core Strategy sets out Brent's strategic approach in areas where identified high levels of growth are anticipated and in seeking to protect Brent's distinctive character from inappropriate development. Outside these areas a high standard of design of buildings and spaces will need to be achieved. This will be through the incorporation of effective urban design measures and the introduction of landscape improvements and enhanced biodiversity.

4.5 London Plan policies provide both strategic and decision making criteria against which proposals affecting the built environment

will be measured. Additional documents such as the Housing SPG add further detail which applicants will need to address.

National & London Plan

[7.3: Designing out Crime](#)

[7.4: Local Character](#)

[7.5: Public Realm](#)

[7.6: Architecture](#)

[7.7: Location and Design of Tall and Large Buildings](#)

Brent Council

[Core Strategy Policy CP 5: Placemaking](#)

[Core Strategy Policy CP 6: Design and Density in Place Shaping](#)

[Core Strategy Policy CP 17: Protecting and Enhancing the Suburban Character of Brent](#)

Emerging Residential Extensions
Supplementary Planning Document

Emerging Designing Brent Supplementary
Planning Document

4.6 Brent uses independent Design Review panels to support the achievement of high quality design. These provide independent and constructive advice to inform design and decision making. In addition the Council's emerging Residential Extensions SPD and 17 Designing Brent SPD provide more detailed guidance on locally specific design matters.

Inclusive and Accessible Design

4.7 The London Plan highlights the need for developments to be designed and located to be inclusive and accessible. This is further supported by the concepts of Lifetime Neighbourhoods and the Mayor's SPG: Accessible London: Achieving an Inclusive Environment and DFT Guidance on Inclusive Mobility.

National & London Plan

[7.2: An Inclusive Environment](#)

[Easy Access to Historic Buildings, English Heritage](#)

[Easy Access to Historic Landscapes, English Heritage](#)

[Inclusive Mobility, DFT](#)

4.8 Consideration must be given to access at the start of the design process of new developments. It needs to ensure that public buildings and spaces are fully accessible in their location, physical design and in terms of overall legibility. Design & Access statements are the appropriate place in an application submission to demonstrate how this is achieved by a proposal and how it will continue to be managed.

4.9 For heritage assets such as listed buildings, conservation areas and historic parks and gardens access requirements of people with restricted mobility will have to be balanced against impacts of changes. Guidance by Historic England (formerly known as English Heritage) gives helpful advice on how to sensitively deal with this issue.

Landscaping and Trees

4.10 The London Plan supports and promotes urban greening. An element of urban greening is sought from all new development including extensions and alterations as well as developments affecting public spaces. It seeks a range of site specific appropriate solutions including tree planting, green roofs and walls, soft landscaping, gardens, communal open areas, spaces between buildings and wildlife habitats. Aligned with the promotion of additional greening is the retention of existing trees of value, replacement of any trees lost and additional trees where possible.

National & London Plan

[2.18: Green infrastructure: the multi-functional network of green and open spaces](#)

[5.10: Urban greening](#)

[7.21: Trees and woodlands](#)

4.11 These policies are applicable to all landscaping proposals included through development. The Council will place emphasis on designs which reflect and enhance the

proposed use of the building or space and the needs of its users, the natural character of the locality and surrounding buildings. This will include soft landscaped frontages, boundary treatments and the retention/reinstatement of features of landscape character.

4.12 As well as trees, mature shrubs and hedges that make a significant contribution to the streetscape should be kept. This will require appropriate space and conditions to allow their long term health to be maintained. Detailed specification for new planting, promoting native species, and including like for like or a higher quality of replacement trees will be sought in support of applications. In addition, a coordinated and appropriate approach to landscape, surfaces and outdoor furniture to provide an amenable, safe and attractive landscape will be required.

4.13 If a scheme is unable to make sufficient landscape improvements within its own land then the Council will seek planning obligations to provide enhanced off site provision, for example, street trees, where necessary to make the scheme acceptable in planning terms.

Public Realm

4.14 The 'public realm', as distinct from the private domain, refers to all the physically and visually accessible space such as; forecourts, streets, pavements, squares, parks, open spaces and the facades of the buildings, or other structures, that define them. It is, as the main setting for human interaction, arguably, the most important part of the built-environment.

4.15 London Plan policy 7.5 addresses public realm. A high quality of design and materials will be required for the public realm. Consistent with the approach to landscaping, the design and provision of all elements, including hard and soft landscaping, lighting, furniture and public art, should be coordinated and well located, to make a positive contribution, avoid unnecessary clutter, and ensure a safe, informative and attractive environment.

National & London Plan

[7.5: Public Realm](#)

Brent Council

[Brent Placemaking Guide](#)

Advertisements

4.16 Some advertisements benefit from deemed consent. This means that advertisement consent from the Local Planning Authority is not required. NPPG provides advice on when this is the case and the grounds on the acceptability of advertisements should be determined on the criteria of amenity and public safety.

4.17 For shop advertisements and signs the Shopfront SPD provides additional advice on what the Council is likely to regard as acceptable.

National & London Plan

[National Planning Policy Framework \(2012\), Paragraph 67](#)

[National Planning Practice Guide: Advertisements](#)

Brent Council

Emerging Brent Shopfront Supplementary Planning Document

Telecommunications

4.18 Telecommunications are an essential component of modern economic infrastructure and their design and siting can impact on the public realm. Some telecommunications equipment will not require planning permission. Where permission is required proposals will be considered against national policy and advice. This seeks to reduce adverse impact by limiting the number of new masts, promoting sympathetic design and using camouflage where appropriate. It also seeks to address safety aspects through ensuring exposure to radiation is within guidelines and that interference with other forms of communication does not occur.

National & London Plan

[National Planning Policy Framework \(2012\), Paragraphs 42-46](#)

Brent's Heritage Assets

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

4.20 Brent's statutory listed buildings, conservation areas and registered parks and gardens are all designated heritage assets. Its locally listed buildings, areas of distinctive residential character, sites of archaeological importance and archaeological priority areas are non-designated heritage assets. Non-designated heritage assets include buildings, structures, monuments, earthworks, street furniture, sculpture, shopfronts, sites, places, areas or landscapes identified as having a degree of significance meriting consideration in planning decision stage.

4.21 The purpose of this policy is to provide greater clarity on the specific additional requirements applicable in Brent taking account of existing NPPF, NPPG, London Plan and Brent Core Strategy policies.

DMP 7

Brent's Heritage Assets

Proposals for or concerning heritage assets should:

- a. demonstrate a clear understanding of the architectural or historic significance and its wider context;
- b. provide a detailed analysis and justification of the potential impact of the development on the heritage asset and its context as well as any public benefit;
- c. retain buildings, structures, architectural features, hard landscaping and spaces, where the loss of which would cause harm;
- d. sustain and enhance the significance of the heritage asset, its curtilage and setting, respecting and reinforcing the streetscene, views, vistas, street

- patterns, building line, siting, design, height, plot and planform;
- e. contribute to local distinctiveness, built form, character and scale of heritage assets by good quality, contextual, subordinate design and the use of appropriate materials and expertise.

National & London Plan

[7.8: Heritage Assets and Archaeology](#)

[7.9: Heritage-led regeneration](#)

[Historic England Guidance](#)

[Greater London Archaeology Advisory Service](#)

Brent Council

[Core Strategy Policy CP 17: Protecting and Enhancing the Suburban Character of Brent](#)

[Heritage Asset Guidance](#)

4.22 Brent's heritage assets include a wide range of architectural styles from Victorian Italianate, Gothic Revival, suburban 'Arts & Crafts', 'Tudorbethan', 'Old World', Modern and Brutalist as well as planned 'village' settlements. Furthermore, its formal public gardens, cemeteries together with the trees and gardens in the 20th century residential developments have matured contributing to setting. However, its archaeological discoveries from early prehistory are scarce, because sites have been built over and there are limited places where archaeologists can now investigate. Archaeological exploration suggests that there were settlements in the area during the Palaeolithic, Mesolithic and Neolithic periods (800,000 years ago to 2500 BC).

4.23 Heritage assets are valued by the public as established and tangible evidence of the past culture, providing a sense of permanence and belonging. Once lost or detrimentally altered, heritage assets cannot easily be reinstated and it is important that the most valuable are not needlessly or inadvertently destroyed. Policy DMP 7 'Brent's Heritage Assets', therefore, specifically seek to protect Brent's heritage seeks to ensure that the case for conservation and enhancement is fully considered when assessing all proposals for

new development. There must also be potential for further investigation on sites and buildings where significance may hitherto be acknowledged and as archaeological sites become available.

4.24 The Council supports and recognises that change is necessary, but change needs to be managed in a way which does not compromise heritage significance and exploits opportunities for enhancement. Any proposal must have special regard to the desirability of preserving a heritage asset or its setting or any features of special architectural or historic interest which it possesses. When granting consent, special regard will be given to matters of detailed design, especially within main frontages, prominent elevations and roofs, and to the nature, quality and type of materials proposed to be used.

4.25 The Council supports and recognises that change is necessary, but change needs to be managed in a way which does not compromise heritage significance and exploits opportunities for enhancement. Any proposal must have special regard to the desirability of preserving a heritage asset or its setting or any features of special architectural or historic interest which it possesses. When granting consent, special regard will be given to matters

of detailed design, especially within main frontages, prominent elevations and roofs, and to the nature, quality and type of materials proposed to be used. This is because some forms of development, including extensions, roof extensions, dormers and outbuildings may not be subordinate (overly dominating) a property, harming its character, integrity and appearance. It is also important to be mindful that even the most minor changes or incremental alterations such as window replacement and the loss of original fittings and features can harm the significance of a property and a heritage asset.

4.26 When considering any planning application (including demolition) that affects a conservation area the Council will require the retention of all buildings and structures which make a positive contribution to the significance of a conservation area. Similarly new proposals must pay special attention to the desirability of sustaining or enhancing the character or appearance of that area. This can be achieved either by a positive contribution to preservation or by development which leaves character or appearance unharmed, that is to say sustained. Development located within, adjacent to, or otherwise affecting the setting of a conservation

area, will be permitted where the visual and functional impact of the proposals can be demonstrated to preserve or enhance:

- the distinctive characteristics of the area, including important views into and out of the area;
- the general design and layout of the area, including the relationship between its buildings, structures, trees and characteristic open spaces; and
- the character and setting of the buildings and other elements which make a positive contribution to the appearance and special character of the area.

4.27 Development involving demolition in a conservation area will only be supported if a befittingly-designed replacement has been granted planning permission with appropriate mitigation measures in place to ensure the replacement is constructed.

4.28 The Council will also require the identification of non-designated heritage assets, including building or structures contained on the Local List, areas of distinctive residential character, archaeological priority areas, sites of archaeological importance and sites contained within the London Parks & Gardens Trust's Inventory of Historic Spaces

at the beginning of the design process for any development, especially where this may impact on their significance.

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

4.30 Application Requirements

4.31 *Outline planning applications are not acceptable in conservation areas as full details of the proposed development are required to make a decision.*

4.32 A Heritage Statement must describe and demonstrate a clear understanding of the significance of any heritage assets affected by proposals and the impact on their significance, including any contribution from their setting. The level of detail must reflect the importance of the asset and clearly identify the potential impact of the proposal. Where development is proposed for a site which includes or has the potential to include heritage assets with archaeological interest, developers must submit an appropriate desk-based assessment and, where necessary, a field evaluation.

5 Open Space

5.1 The provision of open space is important for sustainable communities, contributing to health and well-being. Brent's areas of open space, including Metropolitan Open Land, open space of local value, green chains and wildlife corridors, are shown on the Policies Map.

Open Space

5.2 Core Strategy policy CP18 protects all open space from inappropriate development. It also seeks improved provision in areas of deficiency and where additional pressure will be placed on open space. London Plan policy 7.17 Metropolitan Open Land (MOL) is given the same level of protection as the Green Belt. Essential ancillary facilities will only be acceptable on MOL where they maintain its openness. Paragraph 74 of the NPPF applies to open space, sports and recreational buildings and land, including playing fields, outside of MOL. This protects existing open space, sports and recreational buildings and land, including playing fields. Exceptions to this are where it can be clearly shown to be surplus to requirements, equivalent local provision is made or the benefit or the development is for alternative sports and recreational provision the need for which outweighs the loss. Policy

DMP 8 'Open Space' builds on this by setting local requirements for the creation of new open space, areas for food growing, and the protection of wildlife corridors.

DMP 8

Open Space

Where open space is proposed it should be:

- a. publicly accessible;
- b. appropriately designed to be safe, usable and integrated into the development site;
- c. enhance biodiversity and integrate into the existing green infrastructure network; and
- d. include a suitable long-term management plan.

Existing sites for food growing will be protected and food growing opportunities within major residential developments will be encouraged.

Green chains and wildlife corridors will be protected from development which would compromise its biodiversity or recreational function.

National & London Plan

[2.18: Green infrastructure: The multi functional network of green and open spaces](#)

[7.17: Metropolitan Open Land](#)

[7.18: Protecting open space and addressing deficiency](#)

[7.19: Biodiversity and access to nature](#)

[7.21: Trees and woodland](#)

Brent Council

[Core Strategy Policy CP 18: Protection and enhancement of open space, sports and biodiversity](#)

[Brent Biodiversity Action Plan](#)

[Food Growing and Allotment Strategy](#)

[Review of Sites of Importance for Nature Conservation, EPR](#)

5.3 To meet the requirements of policy DMP 8 'Open Space' open space, whether new or replacement provision, is to be designed in consultation with the Council's Parks Team, and will be expected to address the following:

- Location and security – easily accessible by non-car means. Contribute to a sense of security by applying the principals of London Plan policy 7.3 Designing Out Crime;
- Long-term management plan – to ensure the space will be managed in the long term to ensure its continuation as a well used high quality space;
- Layout and design –usable and practical spaces, well suited for a variety of users. Good linkages and permeability will encourage movement within the site;
- Habitat Creation –which assist in achieving Brent Biodiversity Action Plan targets. balancing undisturbed habitat zones and areas that people can enjoy and relax in;

- Integration –with proposed and existing green routes including green corridors and the All London Green Grid;
- Ownership – Preferably local community input into the design of the open space to meet needs, promote a sense of ownership, respect, territorial responsibility and community;

5.4 Management and maintenance is to be considered from the outset. Transfer of land to the Council will be subject to agreement of the Parks Team and a suitable commuted sum for on-going maintenance being secured in a planning obligation.

5.5 Brent Council's Allotment Management and Food Growing Provision Strategy identifies a need for allotments, particularly in the south of the borough, as well as opportunities for temporary food growing. The Council will encourage temporary options for food growing as 'meanwhile' uses. It will also seek the integration of food growing opportunities into new major residential developments where appropriate to meet demand.

5.6 All development is required to make a positive contribution to biodiversity, and contribute to the targets of the Brent and London Biodiversity Action Plan wherever

possible. Developments should be designed with an understanding of their wider ecological context. The promotion of nature conservation is regarded as integral to the scheme not as an 'add on'.

5.7 London Plan policy 7.19 includes a hierarchy for decision making where a development may directly, indirectly or cumulatively affect a site of nature conservation value. Designated sites in Brent are identified on the Policies Map and include Welsh Harp, which is designated as a Site of Special Scientific Interest (SSSI) of national importance; Fryent Country Park and London Canals which are Sites of Metropolitan Importance. In addition Sites of Importance for Nature Conservation (SINC) are important wildlife habitats at the borough level. The Brent Sites of Importance and Nature Conservation Study (2014) identifies the biodiversity resources present in these sites. It also makes site specific recommendations to enhance their biodiversity. Development with potential to impact on a SINC will be expected to have regard to the Study and contribute to delivering its recommendations.

5.8 Green chains and wildlife corridors are linked or more continuous areas of open space which allow for the movement of plants and

animals and may provide an extension of the habitats they join. In Brent green corridors include areas such as railway embankments and the Blue Ribbon network and are identified on Brent's Policies Map. These routes will be protected from development which would impede movement. In exceptional circumstances it may be appropriate to provide an alternative route, providing it can be robustly demonstrated this will continue to support movement.

Waterside Development

5.9 Brent's Blue Ribbon Network includes the River Brent, Grand Union Canal and Welsh Harp Reservoir. Other tributaries such as Wealdstone Brook, Brent Feeder Canal and Dollis Brook, also play an important role in Brent's network of waterways. Waterways offer amenity, opportunities for recreation and improved biodiversity. London Plan policy 7.28 requires developments to enhance the Blue Ribbon Network. DMP 9 'Waterside Development' builds on this policy by setting out the local approach to how enhancements are to be achieved.

DMP 9

Waterside Development

The Council will promote the enhancement and use of the Blue Ribbon network:

- a. Proposals for development adjacent to river and canal edges are required to improve access to the waterways and provide an appropriate landscaped set-back which may include public open space.
- b. Developments adjacent to the Blue Ribbon network, or with potential to negatively impact on its water quality, will be required to contribute towards restoration and naturalisation of waterways, and seek to enhance water quality and biodiversity in accordance with the objectives of the Water Framework Directive.

National & London Plan

[7.27 Blue Ribbon Network: Supporting Infrastructure and Recreational Use](#)

[7.28: Restoration of the blue ribbon network](#)

[7.30 London's Canals and Other Rivers and Waterspaces](#)

[Under Lock and Quay: Reducing Criminal Opportunity By Design, British Waterways](#)

[The London Rivers Action Plan and UK Projects Map, The River Restoration Centre](#)

[Draft Thames River Basin Management Plan, Environment Agency](#)

Brent Council

[Brent River Corridor Improvement Plan, Brent River Catchment Partnership](#)

5.10 Development adjacent to a main river or its tributaries is required by the Environment Agency to have a minimum set back of 8m for a number of reasons. It enables ease of general waterway maintenance, protects their open character and protects and allow the enhancement of habitats for wildlife. It also enables opportunity for sustainable and cost

effective flood risk management options. The appropriate set back for developments adjacent to the canal will be established by an assessment of the character and context. This will also need to balance the protection and enhancement of biodiversity and the multiple needs of the users of canal and towpath. In Brent development adjacent to the Grand Union Canal in particular provides an opportunity to create new towpaths, public open spaces and access points.

5.11 The Water Framework Directive is a European Union Directive which commits all member states to achieving 'good status' for all water bodies. In the Brent Riverside catchment Grand Union Canal, Lower River Brent and Wealdstone Brook are not achieving good status. This is due primarily to pollution and physical modification from urban development, transport and the water industry. In Brent waterside developments and other developments which could negatively impact on water quality, such as those where connecting to a combined sewer is unavoidable, will be expected to mitigate impacts by contributing to the delivery of the emerging Thames River Basin Management Plan. The Plan sets out the following measures to enhance the Brent catchment:-

- removing unnatural structures such as obsolete weirs and bank and bed reinforcements.
- bypassing barriers to fish passage, such as weirs.
- improving native aquatic plants and wildlife presence by restoring or creating new and enhanced natural physical and wetland habitats throughout the river corridor.
- control and management, of invasive non-native species.

5.12 Such developments should also contribute to the delivery of the Brent River Corridor Improvement Plan, produced by the Brent Catchment Partnership, and the London Rivers Action Plan. Specific projects in the Brent catchment are identified on the interactive map on the River Restoration Centre website.

6 Environmental Protection

6.1 The NPPF requires local planning authorities to contribute to and enhance the natural and local environment by preventing both new and existing development from contributing to or being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. The planning system also has an important role in contributing to addressing public health issues linked to poor air quality and noise pollution. This chapter covers land-use policies which protect specific features of the environment, such as air and water quality.

Noise and Vibration

6.2 London Plan policy 7.15 requires development to mitigate and minimise the existing and potential adverse impacts of noise and vibration. This relates to impacts on the development itself from existing sources, or that which it might generate either on or off site, directly or indirectly that could have an adverse impact on those in the vicinity. The London Plan also requires boroughs to designate and protect Quiet Areas.

6.3 Sources of noise pollution in the borough are numerous. They include ambient noise, which is long-term ‘background’ noise. This might be from transport and industry. This ambient noise can be supplemented by more periodic local (or neighbour) noise such as construction, roadworks, late night venues, public events, street activities, and ventilator/ extractor units.

6.4 Areas adjacent to the North Circular Road in Brent have been identified as amongst the most affected by traffic noise in the UK. In addition development at Wembley can be impacted by noise on events days at the National Stadium.

National & London Plan

[National Planning Practice Guide: Noise](#)

[7.15: Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes](#)

6.5 In light of the guidance contained in the Noise Action Plan: Agglomerations, published by DEFRA in January 2015 the Council has identified Quiet Areas. These are areas of

tranquillity, usually open spaces and green network areas, which have remained relatively undisturbed by noise and have recreational and amenity value for this reason. The borough's Quiet Areas, as shown on the Policies Map, are considered to be Fryent Country Park, open space on the north side of The Welsh Harp, Roundwood Park/Willesden New Cemetery, Paddington Cemetery and Alperton Cemetery.

6.6 In order to reduce potential disruption to residents and neighbours caused by major construction schemes we require developers to sign up to the Considerate Constructors Scheme.

6.7 Information in support of applications

6.8 Noise and vibration assessments undertaken in accordance with the appropriate British Standards are required for residential developments located close to significant noise sources such as railway, industry and busy roads. Internal resting conditions must be consistent with the standards prescribed within the British Standards.

6.9 Noise assessments are also required for the installation of plant or uses that generate excessive noise. The assessment shall include mitigation measures to minimise the potential for nuisance.

Air Quality

6.10 London Plan policy 7.14 requires boroughs to seek reductions in levels of air pollutants and states that major development should be at least air quality neutral and not lead to further deterioration of existing poor air quality. Development proposals are to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality.

National & London Plan

[National Planning Practice Guide: Air Quality](#)

[7.14: Improving Air Quality](#)

[Sustainable Design and Construction Supplementary Planning Guidance \(2014\), GLA](#)

Brent Council

[Brent's Air Quality Action Plan, London Borough of Brent](#)

6.11 Brent's Air Quality Action Plan identifies Nitrogen Dioxide and Particulate Matter as the pollutants of most concern in the borough. An Air Quality Management Area (AQMA) covering areas of the borough where EU limit values are not, or are unlikely to be, met has been declared. AQMAs are shown on the Policies Map. Air quality adjacent the North Circular Road is very poor, therefore sensitive uses such as housing will not be acceptable in this location.

6.12 For major development to be 'air quality neutral' it must meet the building emissions benchmarks set out in appendix 5 and 6 of the Mayor's Sustainable Design and Construction SPG. Proposals should demonstrate how air quality targets will be met through an Air Quality Impact Assessment. This is to be produced in accordance with guidance in the Mayor's SPG.

6.13 Where an Air Quality Impact Assessment cannot be made at the application stage, for example if the final technology decisions have not been made, it will be required by condition.

6.14 Information in support of applications

6.15 An Air Quality Impact Assessment by a suitably qualified person, is required for all major developments and installations of CHPs/large communal boilers. The assessment will address baseline local air quality; whether the proposed development could significantly change air quality during the construction and operational phases; and/or whether there is likely to be a significant increase in the number of people exposed to poor air quality. It will also include mitigation measures proposed to create an acceptable development. Mitigation measures will be site specific but could include for example urban greening or promoting the use of sustainable modes of transport.

6.16 Post-completion stack emission monitoring may be required, to demonstrate that any approved energy plant meets the emission standards specified in the Impact Assessment.

Contaminated Land

6.17 Brent has a significant amount of industrial land or former industrial land that could be contaminated. Contaminated land presents a potential hazard to people, ecological systems, animals and buildings. London Plan policy 5.21 requires appropriate measures to be taken to ensure that development on previously contaminated land does not activate or spread contamination.

6.18 A general indication of the location of historic industrial sites is provided by Map 1 below.

National & London Plan

[National Planning Practice Guide: Land Affected by Contamination](#)

[5.21: Contaminated Land](#)

[CLR11: Model Procedures for the Management of Land Contamination, Defra](#)

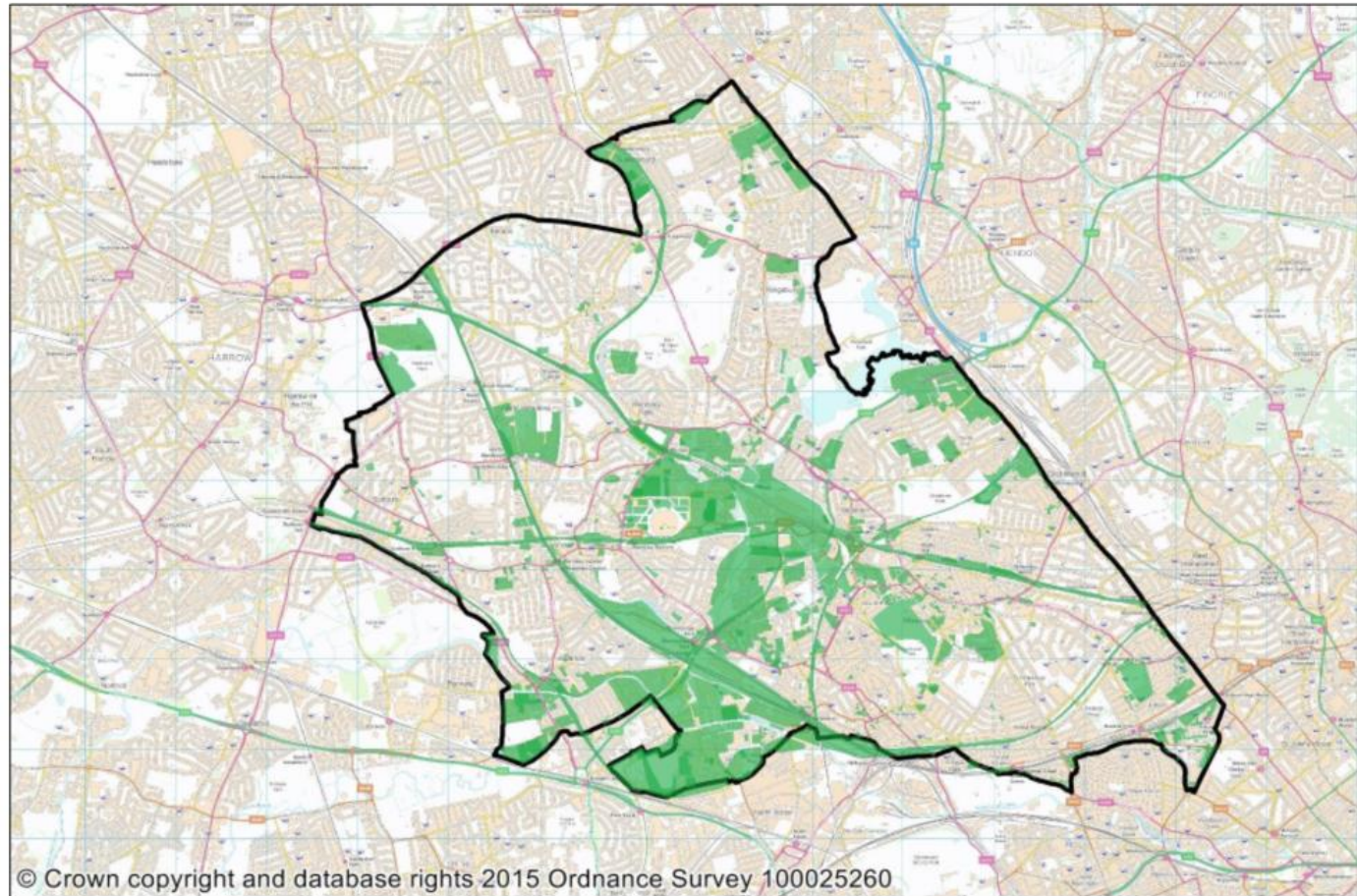
[Guidance for the Safe Development of Housing on Land Affected by Contamination, R&D66; NHBC, Environment Agency and CIEH](#)

6.19 Information in support of applications

6.20 *For development on contaminated or potentially contaminated land a Preliminary Risk Assessment (PRA) undertaken by a suitably qualified person is required.* This will include information on past and current uses and a Conceptual Site Model of potential

pollutants, pathways and receptors. An intrusive site investigation may be required should a plausible pollutant linkage exist.

6.21 Site investigations and associated risk assessments must be undertaken by competent persons in accordance with the appropriate British Standards and guidance. *Remediation is required where unacceptable risks are identified. After remediation land must be suitable for use, and as a minimum, should not be classified as contaminated under Part IIA of the Environmental Protection Act 1990.* All remediation will require in-situ verification reporting to demonstrate that the required standards have been achieved.



Picture 1 Historic Industrial Sites

Flood Risk

6.22 Consistent with national and London Plan policy development in Brent will not be allowed that unacceptably increases the risk of flooding. Development proposals must comply with the flood risk assessment and management requirements set out in the NPPF and the associated technical guidance on flood risk over the lifetime of the development. In accordance with national policy the sequential test will be applied to ensure development is steered to areas with the lowest probability of flooding. Where suitable sites of lower flood risk are not available, the Exceptions Test is a method to demonstrate and help ensure flood risk to people and property will be managed satisfactorily. Developments which are required to pass the Exceptions Test will need to address flood resilient design and emergency planning in accordance with London Plan policy 5.12.

National & London Plan

[National Planning Practice Guide: Flood Risk and Coastal Change](#)

[5.12: Flood risk management](#)

Brent Council

[Brent Strategic Flood Risk Assessment, Jacobs](#)

6.23 Zone 3 flood zones are shown on the Policies Map. However, flood risk zones are shown on maps produced by the Environment Agency, available on their website and updated annually.

6.24 Information in support of applications

6.25 Development proposals in flood risk zones 2 and 3, and all development proposals for sites of 1 ha or above in flood risk zone 1, should be accompanied by a Flood Risk Assessment (FRA). The borough Strategic Flood Risk Assessment (SFRA) sets out sustainable flood risk mitigation measures and level of detail to be included in site-based FRA dependant on the flood zone. This should form the basis of all FRA.

6.26 Surface Water

6.27 On 6 April 2015 it became a national requirement for all major development and all developments in areas of flood risk to utilise

sustainable urban drainage systems (SuDS), unless demonstrated to be inappropriate. London Plan policy 5.13 requires development to aim to achieve greenfield run-off rates and ensure that surface water is managed as close to its source as possible in accordance with the drainage hierarchy. Brent Council will assess applications involving SuDS in its role as lead local flood authority.

National & London Plan

[5.13: Sustainable drainage](#)

[Sustainable Design and Construction Supplementary Planning Guidance \(2014\), GLA](#)

Brent Council

[Brent Surface Water Management Plan, Hyder](#)

6.28 Information in support of applications

6.29 The developer is to provide Water Quality and Biodiversity statement and cost benefits for conventional and SuDS system. It must also be demonstrated SuDS have been designed in a way which contributes to the delivery of Brent's Surface Water Management Plan and other policy objectives, including enhancements to biodiversity and water quality

6.30 Evidence will be required alongside planning applications to demonstrate that the proposed standards of operation are appropriate and clear arrangements are in place for ongoing maintenance.

7 Sustainability

7.1 The NPPF promotes sustainable development and the transition to a low carbon future, through the delivery of renewable and low carbon energy. Brent's Core Strategy policy CP19 sets out the targets which all major developments in Brent should achieve to contribute towards achieving sustainable development, including climate change mitigation and adaptation.

Sustainable Design

7.2 The Mayor's Sustainable Design and Construction SPG provides detailed guidance on how to achieve environmental sustainability policy objectives in the London Plan effectively. This includes London Plan policy 5.3 on Sustainable Design and Construction and policy 5.15 on minimising water use. London Plan policy 5.9 sets out a cooling hierarchy which applies to major developments. Minor developments should seek to reduce potential overheating and reliance on air conditioning system through good design.

7.3 Core Strategy Policy CP19 requires major non-residential development to achieve a rating of BREEAM excellent.

National & London Plan

[5.3: Sustainable Design and Construction](#)

[5.9: Overheating and Cooling](#)

[5.15: Water Use and Supplies](#)

[Sustainable Design and Construction Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP19: Brent Strategic Climate Change Mitigation and Adaptation Measures](#)

7.4 Information in support of applications

7.5 Core Strategy Policy CP 19 requires major developments and proposals for sensitive uses (education, health and housing) in Air Quality Management Areas, to be accompanied by a Sustainability Statement demonstrating at the design stage, how sustainable design and construction measures will mitigate and adapt to climate change over the intended lifetime of a development. The

statement must demonstrate the scheme has incorporated the advice set out in the Mayor's Sustainable Design and Construction SPG and meets the requirements of London Plan policy.

7.6 For major non-residential development a Design Stage BRE interim certificate of compliance and a Post Construction Certificate will be required to demonstrate achievement of a BREEAM rating of Excellent.

7.7 For residential development a Water Efficiency Assessment will be required providing evidence the development will meet the target of 105 litres or less per head per day, excluding an allowance of 5 litres or less per head per day for external water use.

Energy

7.8 London Plan policy 5.2 requires development proposals to minimise carbon dioxide emissions in accordance with the energy hierarchy – use less energy, supply energy efficiently and use renewable energy. Major developments are required to achieve carbon emissions reduction targets leading to zero carbon. The carbon reduction targets should be met on-site. Only where it is clearly demonstrated carbon reduction targets cannot be fully met on site, any shortfall may be off-set through 'Allowable Solutions'.

7.9 The Mayor prioritises the development of decentralised heating and cooling networks. London Plan policy 5.6 requires major development proposals to evaluate the feasibility of Combined Heat and Power (CHP) systems. Major development proposals should select energy systems in accordance with the hierarchy: 1. Connect to existing heating and cooling networks; 2. Site wide CHP network; 3. Communal heating and cooling. Where future network opportunities are identified proposals should be designed to connect to these networks. Brent actively promotes decentralised energy systems. The Wembley Area Action Plan, informed by an energy masterplan, requires developments within Wembley growth area to connect to, provide or contribute towards, a decentralised energy system, whilst plans for a system are also being advanced in South Kilburn. The Council will maintain a record of constructed/approved developments which have been designed to allow connection to a network.

7.10 The incorporation of on-site renewable energy generation makes a valuable contribution to the reduction of a site's carbon emissions and the London Plan has a presumption that developments should achieve a 20% reduction through the use of on-site renewables. London Plan policy 5.7 requires

major developments to provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation, where feasible. Minor developments will be encouraged to maximise opportunities for on-site renewable energy generation, where feasible.

7.11 While sustainability standards are rising for new build developments, improvements to the energy efficiency of Brent's existing building stock will be necessary to achieve carbon reduction targets. Improvements to the sustainability of the existing building stock will be supported.

National & London Plan

[5.2: Minimising carbon dioxide emissions](#)

[5.3 Sustainable design and construction](#)

[5.6: Decentralised in development proposals](#)

[5.7: Renewable energy](#)

[The London Heat Network Manual \(2014\), GLA](#)

[Sustainable Design and Construction Supplementary Planning Guidance \(2014\), GLA](#)

7.12 Information in support of applications

7.13 An Energy Assessment will be required to demonstrate that major developments will be constructed to achieve energy targets in accordance with London Plan policy 5.2. Energy Assessments are to be prepared in accordance with the guidance in Appendix D of the Sustainable Design and Construction SPG. An Energy Assessment Review will be required no later than two months after completions confirming whether the development achieved the energy targets. Only if the feasibility study in the Energy Assessment demonstrates that all on-site options have been considered and are not feasible, will Allowable Solutions be considered. In accordance with emerging London Plan Policy 5.2 developers should actively seek to deliver their remaining Allowable Solutions through local carbon saving projects. Brent Council will establish a price per tonne for carbon or use a nationally recognised price such as that set by the Zero

Carbon Hub, and seek payment into a local fund which will be used to deliver Brent's emerging Allowable Solutions Strategy.

7.14 The Heat Network Manual (2014) sets out the issues which are to be considered in viability and feasibility assessments for CHP. Where connection to an existing or future heat network is feasible and viable, a commitment to connection may be secured via a legal agreement; this may include provision for a financial payment to Brent Council to enable connection. Planning conditions may also be used to ensure the connection is implemented. If a planned network is not operational within 5 years of the permission being issued (or other agreed timescale as informed by the energy masterplan) the connection charge, required on commencement of the planning permission, will be used by Brent to achieve similar carbon savings or the development should install a CHP.

7.15 In complex schemes or in the event of a dispute the applicant will be required to pay for an impartial consultant to assess Energy Assessments and/or viability and feasibility assessments on behalf of the Council.

8 Transport

8.1 Policies contained in this chapter are concerned with those aspects of transport planning which affect the determination of planning applications. They seek to supplement existing policy in the NPPF, London Plan, Core Strategy and Wembley Area Action Plan. They consider issues around integration of land use planning and transport planning. This will help to meet Objective 8 of the Core Strategy, which is to reduce the need to travel and improve transport choices.

8.2 This will ensure consistency with Brent's Long Term Transport Strategy and Local Implementation Plan.

8.3 Overall Brent has generally good transport links. It is the joint top borough for the number of rail and underground stations in London. It has many bus routes serving town centres within and outside the borough. Its roads however have experienced increasing levels of congestion at key hotspots and an 8% volume increase from 1997 to 2008. Road access to orbital and radial routes, especially the Strategic Road Network is good. These routes do however become congested, particularly at peak times. Historically, as with London as a whole, car ownership and car use

in the borough has increased. Nevertheless the 2011 Census indicated increases in car ownership had slowed substantially.

8.4 The council has concentrated its efforts to date on improving key stations, interchanges and bus services to and between them. Investment has been made to increase capacity at the three Wembley stations. Similar investment is required at other key interchanges to enhance the usability of the network as a whole. Particular focus is needed on improving orbital links and key interchange points on them. Good pedestrian and cycle access will be an important feature in facilitating delivery of improved usability of the public transport network.

8.5 The Council seeks to promote an integrated transport system by shaping patterns of development in terms of its location, scale, density and mix of land uses. It looks to further the London Plan Policy 6.1 through its actions in Brent.

Transport Implications of New Development

8.6 London Plan Policy 6.3 sets out the need for developments to appropriately address impacts on the movement network in order to

gain consent. It also identifies the need for transport assessments and associated travel plans to be submitted in association with major developments.

8.7 Where significant impacts arise, mitigation measures should be proposed and the residual impacts assessed. This includes mitigation on small scale schemes where issues are not caused by levels of generated traffic, but by poor design. Planning obligations may be sought to fund mitigation measures or conditions may be imposed on a planning permission to restrict impacts. These measures will be related to the specific development, but it is unlikely that every development proposal can be made acceptable in transport terms.

8.8 The range of mitigation for which planning obligations may be sought includes, but is not restricted to, the following. These have been selected as examples as they either encourage use of sustainable modes or manage those trips which need to be made by car on the highway network:

- Travel Plans.
- Public transport improvements sufficient to service the scheme or to integrate it with the surrounding area. Developments attracting a significant number of trips in

Development Management Policies Publication Stage

areas with low or moderate public transport accessibility will only be acceptable when significant public transport improvements are secured which are both viable and justifiable in the longer term.

- The extension or bringing forward of on-street parking controls or waiting restrictions due to an unacceptable impact on road safety, emergency vehicle access or traffic management.
- Improvements to pedestrian and/or cycle facilities.
- Traffic calming measures.
- Acceptable road safety and essential highway improvements, not necessarily restricted to the immediate development area.
- Programmes to reduce car usage (car pooling, car clubs).

National & London Plan

[6.3: Assessing Effects of Development on Transport Capacity](#)

[Transport Assessment Best Practice Guidance, TFL](#)

[Travel Plan Guidance, TFL](#)

Public Transport Integration

8.9 Development should benefit from and not harm the operation of the public transport network. It should be located where public transport accessibility is sufficient to service the scale and intensity of use. Development in appropriate locations should enhance opportunities to provide interchange between public transport services. Brent's Local Implementation Plan has highlighted the following interchanges which are in urgent need of major improvement: Queen's Park, Stonebridge Park, First Central (Park Royal), Kenton and ongoing improvements at Wembley Central.

8.10 Developments at public transport interchanges should contribute towards the improvement of that interchange and access to and from the site.

National & London Plan

[6.2: Providing Public Transport Capacity and Safeguarding Land for Transport](#)

Cycling and Walking

8.11 The promotion of cycling and walking has long been a priority of the Council and is considered essential in order to support growth whilst reducing the environmental impact of travel. Provision for cycling and walking are also promoted by the London Plan in policies 6.9 and 6.10. Brent's Cycling and Walking strategies will ensure an integrated approach to greater promotion of these forms of movement. Developments will be expected to play their part in maximising these forms of movement to and from their site. Brent's Cycling Plan aims to encourage cyclists to become actively involved in the design of schemes contributing to make the cycling environment safer and more convenient. Particular emphasis will be placed on cycle routes and lanes not ending abruptly in unsafe or inconvenient locations and on improving designs of junctions and roundabouts. The provision for safe and secure cycle parking in accordance with the London Cycling Design Standards is also an important consideration along with the provision of on-site showers and changing facilities. A 'walkable' development should offer safe, convenient and direct routes for pedestrians, and take account of existing

desire lines, as well as improving the quality of the pedestrian environment generally and pedestrian legibility specifically.

8.12 The Capital Ring

8.13 The Capital ring is a strategic London wide walking route, some of which passes through Brent. This policy seeks to ensure that its role, form and function is maintained and where possible enhanced by new development.

DMP 10

Capital Ring

Development on or near the Capital Ring (as shown on the Policies Map) will be expected to take full account of the need to protect its character and, where appropriate, contribute towards its improvement.

National & London Plan

[6.9: Cycling](#)

[6.10 Walking](#)

[Pedestrian Comfort Guidance for London, TFL](#)

Brent Council

Emerging Brent Walking Strategy

Emerging Brent Cycling Strategy

8.14 The policy seeks to ensure that development positively addresses the network, this will be thorough for instance appropriate proximity, scale and orientation of buildings, active frontage, or landscaping, improving access to and from it, or seeking its potential upgrade to enhance its potential use by occupiers of the development.

The Highway Network

8.15 The priority to promote sustainable modes of transport will help to reduce pressure on the existing highway network. Nevertheless, it is also important that the network should operate efficiently and safely for all users. There is a requirement for a balance to be achieved between different road users' needs. This will depend to a large extent upon the

character of the road and its role within the road hierarchy. Where new development requires access to the road network, account needs to be taken of these factors and ensure no adverse highway safety impact.

DMP 11

Forming an Access on to a Road

Other than the North Circular Road, TLRN and London Distributor Roads applications for the creation of an access to a highway or where development will result in the increased use of existing access points will be acceptable where:

- a. the location of the access would be at a safe point;
- b. the access and amount of off-street parking proposed would be visually acceptable (having regard to existing highway verges and trees affected);
- c. on Heavily Parked Streets, the proposal does not result in the loss of more than one on-street car parking space, and where there is controlled parking does not

result in the creation of more off-street spaces than set out in the parking standards;

On the North Circular Road new accesses will be resisted in all cases except where offering improved road safety for all users. Similarly, new accesses on TLRN and London Distributor Roads should be resisted where alternative access is available to the side or rear and turning facilities should be provided where possible.

On London Distributor Roads (as shown on the Policies Map) increased use of existing safe access points will be allowed where it does not harm the road's strategic traffic distribution role and particularly that of bus movement.

A preliminary safety audit must be submitted with all major development proposals which about the TLRN.

8.16 The North Circular Road is an important route for Brent. It forms a Corridor Link between Brent Cross and Ealing (two major interchange points by public transport as well as by road). It provides a parallel option for through traffic

which can help take pressure off the Brent Cross to Wembley and Wembley to Ealing routes which will carry more locally based traffic.

8.17 The North Circular Road is a Transport for London Route Network (TLRN) road. It is one where Brent is keen to see more of a balanced approach with emphasis on other modes, rather than the needs of car users dominating. The road forms a key element in the London road network in channelling essential traffic, especially freight, away from inner London. To this end there is a general presumption against locating new accesses on to the route. Nevertheless, it is recognised that sometimes additional access is necessary to facilitate regeneration, or that safety improvements could be made thorough alternative provision. For other strategic movement corridors a similar approach to ensuring its function is not unacceptably impacted upon by the development is sought either through capacity or safety issues.

8.18 Heavily Parked Streets have been identified across the borough. This has been done for two reasons: To help manage new residential development parking without detrimental impact on highway safety; and so

that any new access created would not result in an excessive loss of on-street parking spaces where there is a current shortage.

8.19 Brent is keen to maintain and enhance the street scene through the provision of green infrastructure. It has an extensive programme of street tree planting. Loss of street trees, or potential space for them through the provision of off street car parking has occurred, something which the Council wishes to avoid in the future.

Road Safety and Traffic Management

8.20 In relation to transport matters in development proposals priority should be given to safety issues. This includes the convenience and safety of vulnerable road users such as pedestrians and cyclists.

8.21 TFL has a strategic management function in minimising congestion on its Strategic Road Network. It requires consultation on proposals which would affect this network, which includes Edgware Road and Harrow/Watford Road corridors. Proposals which would affect the M1 Motorway shall require consultation with the Highways Agency.

National & London Plan[6.7: Better Streets and Surface Transport](#)[6.11: Smoothing Traffic Flow and Tackling Congestion](#)[6.12: Road Network Capacity](#)

8.22 Brent's London Distributor Roads generally have to provide access to adjacent land uses, but their primary function must be to act as part of the network for through traffic.

8.23 Improvements to road safety should follow recognised guidance, including for example the Road Safety Action Plan (TFL). This advises that a preliminary safety audit should be submitted with all major development proposals and associated transport changes on the Transport for London Road Network (TLRN/GLA).

8.24 Where a developer is required to undertake works to the highway to make their access acceptable, this will be expected via a section 278 agreement (see Glossary).

Parking

8.25 London Plan policy 6.13 addresses parking and has associated parking standards. Brent has characteristics associated with both Inner and Outer London. Brent's standards do not significantly deviate from those in the London Plan. Managing the impact of parking covers the role of car free development. It also ensures that requests for additional parking meet a number of conditions which mean that the local area is not negatively impacted upon by parking. This policy is supported by the parking standards which are set out in Appendix 1. Parking in town centres deals with existing parking and additions to or losses of parking. The requirements for electric charging points and cycle parking must be consistent with London Plan policy 6.13. Preference is for electrical charging points to be provided within the highway, or publicly accessible to encourage greater use.

8.26 The policy seeks to support the Council to ensure that parking levels do not encourage unnecessary traffic generation. It seeks to ensure that car parking impacts positively on its environment. It also seeks to maintain the viability and vitality of our town centres.

DMP 12**Parking****Parking standards and managing the availability of car parking**

Developments should provide parking consistent with parking standards in Appendix 1. In appropriate locations benefiting from high levels of public transport access, generally with PTAL 4 or above, opportunities for car free development should be considered.

In areas with Controlled Parking Zones access to on-street parking permits for future development occupiers other than for disabled blue badge holders will be removed or limited.

Contributions secured through a planning obligation to car clubs and pool car schemes will be strongly encouraged in place of private parking in developments.

Managing the impact of parking

Additional parking provision should not have negative impacts on existing parking, highways, other forms of movement or the

environment. The removal of surplus parking spaces will be encouraged. Development will be supported where it does not:

a. add to on-street parking demand where on-street parking spaces cannot meet existing demand such as on heavily parked streets, or otherwise harm existing on-street parking conditions;

b. require detrimental amendment to existing or proposed Controlled Parking Zones;

c. create a shortfall of public car parking, operational business parking or residents' parking;

The Council will require off-street parking to:

d. preserve a building's setting and the character of the surrounding area;

e. preserve any means of enclosure, trees or other features of a forecourt or garden that make a significant contribution to the visual appearance of the area; and

f. provide adequate soft landscaping (in the case of front gardens 50% coverage), permeable surfaces, boundary treatment and other treatments to offset adverse visual impacts and increases in surface run-off.

Public off-street parking will be permitted only where it is supported by a transport assessment and is shown to meet a need that cannot be met by public transport.

Parking in Town Centres

The Council will accept the loss of short-term publicly available parking only where this would not lead to under-provision.

In town centres where there is a deficiency of short term public car parking, subject to development viability, the Council will seek additional provision within major developments.

National & London Plan

[6.13: Parking](#)

Emerging Design of Car Parking, TFL

Brent Council

[Heavily Parked Street](#)

8.27 The amount of parking provided in accordance parking standards is a balance between a number of factors. These include seeking to reduce unnecessary car trips, promoting effective use of land, make development viable and not creating on street parking pressure which undermines the quality of life. The standards promote fewer spaces in locations better served by alternative transport. The emphasis is on not trying to provide spaces where they are unnecessary. Opportunities for car free development might include locations close to public transport interchanges where space for parking is constrained. Other areas within Controlled Parking Zones that are easily accessible by public transport may also be suitable for car free development. Where development is car free, or there is a limit on the number of occupiers able to park on-street, legal agreements or conditions will be used to ensure that future occupants are aware they may not be entitled to on-street parking permits. Reductions in parking provision can also be delivered through car clubs and pool cars which promote more efficient use of spaces.

8.28 The design of car parking should be consistent with supporting other objectives for Brent. These include improving design quality and a sense of place, green infrastructure provision, bio-diversity and sustainable drainage. TfL's Emerging Design of Car Parking will also provide advice on this matter.

8.29 For the most part town centres require some form of customer parking to support their vitality and viability. Whilst some centres have the right amount, others do not or their placement and quality means that their role is diminished. The Council will seek the retention of short term publically available parking spaces where they are needed to support centre vitality and viability. In order to support town centres, support sustainable provision and promote efficient land use, the Council will seek public use of car parking where car parking is required for new developments in town centres. New public off-street parking will be subject to a legal agreement to control the layout of the parking spaces, the nature of the users and the pricing structure. Where parking is created or reallocated, Brent will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment.

Movement of Goods and Materials

8.30 The London Plan policies 6.14 and 6.15 relate to freight. Policy 6.14 states that existing and new sites should be safeguarded to enable the transfer of freight to rail and water. Under 6.15, the need for rail freight interchanges are emphasised which must deliver modal shift from road to rail. Brent's Core Strategy (CP20) supports maximising opportunities to move freight by non-road means (such as water and rail). It also seeks to minimise the impact of industrial and employment use on the road network.

DMP 13

Movement of Goods and Materials

Provision and protection of freight facilities

Development that would generate significant movement of goods or materials, both during construction and in operation, should minimise the movement of goods and materials by road. The use of more sustainable alternatives, i.e. by rail and canal, is encouraged.

For longer distance movements, the provision of sidings within suitable new developments adjoining railway lines is supported. Warehousing development, adjoining rail lines where rail access can be provided, should include sidings.

Existing sidings will be protected where these are adaptable to serve anticipated needs.

Servicing in new developments

The provision of servicing facilities is required in all development covered by the Plan's standards in Appendix 2. The Council will work with developers to provide the optimum servicing and delivery arrangements for new developments. Wherever possible servicing should be provided off the highway.

Loss of existing servicing will be resisted where it is still required to meet operational needs.

National & London Plan

[6.3: Assessing Effects of Development](#)

[6.14: Freight](#)

[London Freight Plan, TFL](#)

8.31 London Plan policy 6.3 identifies that Construction Logistics Plans and Delivery and Service Plans should be secured in line with the London Freight Plan. Efficient handling and transport of freight is crucial for the regeneration of the industrial areas of the borough. Rail and water are much more sustainable means of transporting freight over longer distances than by road and can be more economic. Even where movement by road is necessary for part of the journey, transshipment to rail/water for the remainder is to be preferred. There are opportunities for rail freight related development within the Park Royal and Wembley Strategic Employment Areas. The railway sidings and Grand Union Canal within and adjacent to the Old Oak Opportunity Area also provide an opportunity to reduce road movements in its regeneration.

8.32 Optimum servicing of development is an important consideration. The Council balances up the need to achieve efficient use of land, maintain capacity of transportation networks and not undermine the amenity of

adjoining occupiers. The Council has standards for the servicing of new developments as set out in Appendix 2.

Evidence Base

[Brent's Local Implementation Plan](#)

9 Employment

9.1 The NPPF and London Plan emphasise the importance of allowing sufficient flexibility to adapt to changing circumstances by supporting managed conversion of surplus employment land. An unmanaged approach to the loss of employment land will affect the availability of business accommodation, and impact on economic growth within the borough. Core Strategy policy CP20 safeguards Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) for employment uses. This policy builds on CP20 by setting criteria to determine where the conversion of surplus employment land, both in SIL, LSIS and non-designated Local Employment Sites, to non-employment uses will be acceptable based on the findings of the Brent Employment Land Demand Study. It also sets out the Council's policy approach to facilitate genuine Work-Live development.

DMP 14

Employment Sites

To encourage appropriate mixed use environments and local employment generation the Council will support the

continued provision of employment sites. It will seek to limit their loss to approximately 11.5 ha in the period to 2029.

Employment Land within SIL and LSIS

In recognition of the weight attached to retaining SIL and LSIS allocations in policies elsewhere in the Development Plan SIL and LSIS will only be released where:

- a. it is a low quality employment site identified as suitable for release in the Employment Land Demand Study; and
- b. it can be shown to be integral to and delivered as part of a wider comprehensive housing-led regeneration scheme with substantial benefits to Brent, providing at least 50% affordable housing, and consistent with the wider objectives of the Development Plan and/ or is of strategic significance to London; or
- c. when it delivers social and physical infrastructure of a substantial scale, for example secondary schools, for which there is a significant identified Brent need and which cannot

reasonably be provided on other sites in the Borough.

For developments falling under criteria a) the development shall incorporate employment uses providing high density employment on 20% of the site.

The Council will expect the existing restrictive allocation of the site as SIL or LSIS to be recognised in the residual land value assumed for the site.

Local Employment Sites

The Council will allow the release of Local Employment Sites to non-employment uses where:

- a. continued wholly employment use is unviable; or
- b. significant benefits consistent with the wider objectives of the Development Plan are achieved.

Where non-employment uses are proposed the site shall incorporate the maximum amount of existing floorspace type possible or if unviable employment space that meets an identified need in the borough.

Work-Live

Work-Live units will be acceptable where they are managed by an organisation committed to their use primarily for employment, as evidenced by a management plan.

National & London Plan

[2.17: Strategic Industrial Locations](#)

Brent Council

[Core Strategy Policy CP 20: Strategic Industrial Locations and Locally Significant Industrial Sites](#)

[Employment Land Demand Study, URS](#)

9.2 To help retain an appropriate balance of supply and demand of industrial land over the planning period the Brent Employment Land Demand Study identifies low quality employment sites, where a more flexible approach to changes of use away from industrial uses could be appropriate. This will

be taken into account in identifying which sites are suitable for release, alongside the need to achieve the strategic objectives in the Development Plan, to achieve at least 50% affordable housing on sites and to meet an identified need for secondary schools. Sites within SIL and LSIS which scored highly in the qualitative assessment and remain suitable for employment uses will be retained.

9.3 To demonstrate there is no demand for a Local Employment Site for ongoing employment use the applicant must submit evidence that the site is vacant and a thorough marketing exercise at realistic prices for the area has been sustained over a 24 month period. Marketing must be through a commercial agent at a price that genuinely reflects the market value in relation to use, condition, quality and location of floorspace. A professional valuation of the asking price and/or rent will be required from at least three agents to confirm that this is reasonable. It must be demonstrated that consideration has been given to alternative layouts and business uses, including smaller premises with short term flexible leases appropriate for SMEs.

9.4 Where redevelopment or re-use of a Local Employment Site would not give rise to a material loss of employment, a mixed-use

development incorporating non-employment uses may be appropriate on part of the site. The applicant must demonstrate that redevelopment will result in:

- the maximum economically feasible amount of employment floorspace on the site;
- the accommodation of the existing employment use, or where the site is vacant employment floorspace, to meet development needs of businesses in Brent, particularly SMEs;
- delivery of wider regeneration benefits to the community; and
- employment floorspace with a very strong prospect of being occupied.

9.5 As evidence the employment space will be occupied the Council will require a letter of agreement from the current employment use operating from the site stating their intent to occupy the proposed floorspace. Alternatively, where the site is vacant employment floorspace should comprise affordable workspace for start up companies or 'move on' space for SMEs to meet the identified need for these forms of employment space in the borough. To demonstrate the units are affordable the applicant should submit evidence of agreement to lease the space to an approved Managed

Workspace Provider at no more than 50% of comparable local market rate for at least 10 years. This will be secured via a s106 planning obligation. The fit out of the workspace should be to ready to occupy level, to a specification agreed with the Managed Workspace Provider.

9.6 Work-Live is the combination of living accommodation (Use Class C3) with workspace (Use Class B1, but not B2 or B8) within a single self contained unit. Applications for Work-Live development must be supported by a management plan agreed by the Council which demonstrates the units will be managed by an organisation committed to their long term management primarily for employment. An indicative ratio of 70:30 in favour of the work element will be sought.

10 Housing

10.1 The London Plan reiterates the importance of identifying and planning for local housing needs with particular emphasis on providing affordable family housing. Further Alterations to the London Plan adopted in 2015 have subsequently increased Brent's annual housing target (including non self-contained accommodation) to a minimum of 1525 units.

10.2 The London Plan contains not only strategic housing policy, but also relatively detailed information on what to consider when determining planning applications (development management policies). To support these policies the Mayor of London has also adopted more detailed guidance for private, affordable and specialised housing such as the Housing Supplementary Planning Guidance (SPG).

10.3 Brent's Core Strategy identifies: the necessity to maintain and provide a balanced housing stock that meets a range of housing needs, the affordable housing percentage sought from qualifying housing developments, an emphasis on providing family housing and mixed and balanced communities. Together the London Plan and Core Strategy provide the majority of relevant policy on what decision

makers are likely to require from housing developments in order for them to be given planning permission. Annex 1 Summary of Quality and Design Standards within the Mayor of London Housing SPG provides a good reference point for checking the issues that need to be addressed when assessing Housing development. For extensions to existing residential properties the Council has provided specific guidance in the emerging Residential Extensions SPD and Designing Brent SPD.

10.4 The size of properties across tenure types that are most likely to meet needs are identified in Brent's Strategic Housing Market Assessment (SHMA). The SHMA will be updated periodically. This document will inform the Council's position in relation to housing size mix for both market and affordable dwellings whilst taking account of Brent Core Strategy Policy CP2 of seeking 25% of new dwellings in the Borough to be 3 bed dwellings or more.

10.5 Additional housing or its loss is likely to occur in the borough through a variety of sources: redevelopment/new build of existing residential or non-residential sites, conversion of existing residential or non-residential buildings or change of use. These situations will be addressed by other policies within the London Plan and Brent's development plan.

This chapter seeks to supplement these other policies by dealing with additional Brent specific issues. This is through providing greater clarity on: the affordable mix sought, priority for residential size; situations where loss of housing will be allowed; where conversions of family sized dwellings will be appropriate; internal layout of single person accommodation; where accommodation with shared facilities/supported housing will be allowed.

National & London Plan

[3.3: Increasing Housing Supply](#)

[3.4: Optimising Housing Potential](#)

[3.5: Quality and Design of Housing Developments](#)

[3.9: Mixed & Balanced Communities](#)

[Housing Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP2: Population and Housing Growth](#)

[Core Strategy Policy CP21: A Balanced Housing Stock](#)

Emerging Residential Extensions
Supplementary Planning Document

Emerging Design Guidance
Supplementary Planning Document

Affordable Housing

10.6 The London Plan requires the Council to set an overall target for the amount of affordable housing provision and separate targets for social/affordable rented and intermediate housing. The purpose of this policy is to address tenure mix and provide greater detail of approach than is set out in the London Plan and Housing SPG related to affordable housing.

DMP 15**Affordable Housing**

- a. Brent's Core Strategy policy CP2 sets the target that 50% of new homes delivered in the borough will be affordable. The maximum reasonable amount of affordable housing will be sought on individual residential and mixed use developments on sites with the capacity to provide 10 or more homes.
- b. 70% of new affordable housing provision should be social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs.

Where a reduction to affordable housing obligations is sought on economic viability grounds, developers should provide a development appraisal to demonstrate that schemes are maximising affordable housing output. The Council will rigorously evaluate such appraisals and:

1. the developer will be required to underwrite the reasonable costs of a

Council commissioned economic viability assessment

2. on major phased development sites or major sites where housing development commences 18 months after consent is issued, appropriate provisions to re-appraise scheme viability will be sought at agreed stages in S106 agreements to secure contingent obligations
3. in most circumstances the Existing Use Value plus a premium (EUV+) approach to assessing benchmark land value in development appraisals and viability assessments should form the primary basis for determining the benchmark land value.

Vacant Building Credit will only be applicable to:

1. the Gross Internal Area of buildings (buildings as defined in the Community Infrastructure Regulations)
2. buildings that have been in lawful use for a continuous period of less than six months in the three years before which planning permission first permits the chargeable development

Development Management Policies Publication Stage

10.7 Affordable housing is particularly important in Brent in meeting local housing needs. The London Plan policies along with the Mayor of London Housing SPG give extensive policy and guidance on affordable housing. The 50% affordable housing target has already been set in Brent's Core Strategy policy CP2. The policy clarifies that on qualifying sites (consistent with London Plan Policy 3.13 thresholds) that the Council will seek to negotiate the maximum reasonable amount to contribute to that target. The policy is applicable to all developments of self contained residential accommodation including that specifically for older people and falling within the C2 Use Class. NPPF, NPPG and the London Plan give clarity that the amount of affordable housing expected to be provided in a development can be reduced if the development would otherwise be unviable.

10.8 Consistent with the London Plan, the Council, in determining a scheme's ability to provide the maximum reasonable amount of affordable housing contribution, will have regard to the:

- a. Current and future requirements for affordable housing
- b. Core Strategy affordable housing targets

- c. need to encourage residential development
- d. need to promote mixed and balanced communities
- e. size and type of affordable housing needed in particular locations
- f. specific circumstances of individual sites.
- g. availability and level of public subsidy
- h. priority to be accord to provision of affordable family housing.

10.9 The predominant Brent affordable housing need is for social/affordable rented accommodation, as such the tenure mix target ratio for affordable housing is set at 70:30 rent to intermediate housing. Whilst in terms of meeting needs this is the appropriate ratio for the borough, site specific viability considerations, site and area characteristics may result in a different appropriate mix, such exceptions could include:

- a. A different type of affordable housing mix is required to satisfy a regeneration objective.
- b. Where there is a need to secure a more balanced mix of tenures in line with London Plan policy 3.9.

10.10 Where viability is being used as a reason for reducing affordable provision, applicants will be required to submit a development appraisal. This should be in a format agreed with the Council prior to submission of any application. The applicants will be required to underwrite the Council's reasonable costs in commissioning an impartial consultant to undertake an economic viability assessment of the scheme and the applicant's development appraisal. This will assess the ability of the scheme to ensure the maximum reasonable amount of affordable housing is secured to contribute towards the borough's affordable housing targets.

10.11 London Plan Policy 3.12 criterion B identifies that provisions for re-appraising the viability of schemes prior to implementation ('contingent obligations') might be required when dealing with affordable housing provision. The Council has used this approach and continue to do so in the future, but will take a proportionate approach to using this mechanism. It will be applied to developments where the proportion of affordable housing agreed is significantly below the 50% target, on sites of 200 dwellings or more where there is a phased approach to the development and

on sites where the majority of the development is likely to be delivered beyond 18 months of the initial consent.

10.12 Within viability assessments there are many variables that can impact on the results. To provide consistency across London, Brent works with other Councils in seeking to have a standard approach to assumptions for viability modelling. One significant variable that impacts on viability is the assumed benchmark land value against which the residual land value of the viability modelling is tested.

10.13 A development is typically deemed to be viable if the 'residual land value' is equal to or higher than the benchmark land value. At this level it is considered that the landowner has received a 'competitive return' and will release the land for development. Planning policy and other guidance offers differing approaches to assessing the benchmark land value in development appraisals. The Existing Use Value plus a premium (EUV+) approach is based on the current or Existing Use Value of a site, plus a landowner premium to reflect the incentive needed to release the site for development. The EUV+ approach clearly identifies the uplift in value arising from the grant of planning permission and enables that to be properly considered as a part of the

planning process. The Council consider that the EUV+ approach is most conducive to achieving the goals of the planning system and should form the primary basis for determining the benchmark land value in most circumstances. This approach is consistent with recommendations in the Mayor of London Housing SPG.

10.14 NPPG provides some guidance on Vacant Building Credit. However, further clarity is needed to define qualifying buildings, floorspace measures and vacancy. The Community Infrastructure Levy (CIL) regulations clearly define what a building is. As it is likely an assessment of existing floorspace will be used to reduce CIL liability it is sensible for the same measure to be used. The same is true of building measurements, which use gross internal area. CIL regulations also set out a timescale related to minimum time of occupation to gain exemptions to CIL liability. There is a logic in using an approach to identify the qualifying periods for vacancy that is consistent with this approach. NPPG sets out where the credit will not apply. In support of applications, as well as proof of vacancy for the time period, evidence of concerted marketing activity at appropriate rents levels will be required.

10.15 Development Plan Policies/advice of particular relevance

National & London Plan

[3.10: Definition of Affordable Housing](#)

[3.11: Affordable Housing Targets](#)

[3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes](#)

[3.13: Affordable Housing Thresholds](#)

[Housing Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP2: Population and Housing Growth](#)

[Core Strategy Policy CP21: A Balanced Housing Stock](#)

10.16 Application Information

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10.17 Design and access statement to clarify how the preferred size and tenure mix was taken into account in the initial design of the scheme and subsequent amendments.

10.18 An affordable housing schedule that provides information and justification on the tenure mix and size of dwellings included within the development. Ideally this should identify the Registered Provider who will own/manage the affordable dwellings.

10.19 Viability assessment if this is used as a reason for departure from the preferred affordable tenure/size mix, or for the residential mix for market housing.

10.20 For Vacant Buildings Credit evidence of length of vacancy, gross internal floorspace measurements and marketing at suitable rents undertaken and responses received.

Resisting Housing Loss

10.21 The housing targets for Brent will be challenging to achieve. Loss of existing housing to make way for other forms of development would exacerbate this. London Plan Policy 3.14 and the Housing SPG deal with potential loss due to a variety of reasons. Examples include regeneration of poorer performing estates. Brent seeks to supplement

this policy by providing greater clarity on locally specific circumstances it is likely to consider such loss appropriate.

DMP 16

Resisting Housing Loss

In addition to circumstances identified in London Plan Policy 3.14 development resulting in the net loss of residential units will be supported where:

- a. sub-standard units would be brought in line with space standards;
- b. de-conversion of flats would create a family size home resulting in the net loss of no more than one dwelling;
- c. providing social or physical infrastructure to meet an identified local need.

National & London Plan

[3.5: Quality and design of housing developments](#)

[3.14: Existing Housing](#)

Brent Council

[Core Strategy Policy CP2: Population and Housing Growth](#)

10.22 Some of Brent's housing stock does not meet national housing space standards and has poor standards of occupier amenity. This is particularly the case for dwellings created without planning permission but now established. In these situations their loss and replacement with fewer dwellings achieving standards would be supported.

10.23 As identified in the SHMA and as a priority provision in Brent Core Strategy Policy CP 2 provision of family accommodation to meet Brent's needs is a priority. Consequently, the de-conversion of flats into a family size dwelling will be supported where it results in the net loss of no more than one dwelling of 2 bedrooms or less.

10.24 Exceptional circumstances may arise in Brent where a loss of residential floor space will be acceptable in order to achieve Brent's strategic priorities. Situations include regeneration improving the local environment so that it proves to be a more sustainable location, e.g. reducing the opportunity for crime

or the provision of a new open space. Alternatively this could be in meeting an essential identified local need, e.g. overcoming a deficiency of local social infrastructure such as a new school, or physical infrastructure such as a significant transport improvement.

10.25 Application Information

10.26 Supporting evidence showing conformity with the policy, e.g. comparison of existing accommodation with that proposed in meeting current policy requirements around space and amenity, or justification for exceptional loss of residential accommodation to meet wider community benefits.

Conversions of Existing Family Housing

10.27 Conversion of existing housing stock into smaller dwellings provides many additional homes across London and Brent. Nevertheless, family housing to meet local needs is also a Brent priority. In recognition of this priority it is therefore appropriate to identify circumstances when loss of family housing is likely to be acceptable. Residential conversion in other cases is addressed by London Plan policies, the contents of the Housing SPG and Policy DMP1 General Development Management Policy.

DMP 17

Conversion of Family Sized Dwellings

To maintain family size housing conversion of a family sized home to other dwellings will only be allowed where the following criteria are met:

- a. the existing home is 130 sq.m. or more and
- b. it results in at least a 3-bedroom dwelling with access to a garden.

Exceptions to this will only be allowed where the amenity of the existing family sized home is so deficient that family occupation is unlikely and it could not reasonably be changed to overcome such deficiencies.

National & London Plan

[3.5: Quality and Design of Housing Developments](#)

[Housing Supplementary Planning Guidance, GLA](#)

10.28 The policy seeks to ensure continued provision of houses or flats suitable for occupation by families to meet Brent's housing needs. Consequently where larger properties are suitable for conversion, schemes should include a 3-bed dwelling suitable for at least 4 people. This will normally be at ground floor to maintain the quality and accessibility of existing family housing. In larger properties consideration should be given to the provision of 4-bed units for at least 5 people. Individual solutions, including modest extensions, may be appropriate to accommodate the required family size units.

10.29 Effort should be made to provide all additional flats with amenity space. In the event that an existing family size flat does not have access to a garden, the layout and accessibility of the unit and the characteristics of accommodation in the area will be considered to assess its value as a family size dwelling. Lack of a garden will not automatically allow for the conversion of dwelling into smaller dwellings. Other amenity factors will also be taken into account in deciding whether an existing family sized dwelling provides or has the potential to provide a good family environment. This will included be location and other amenity factors e.g. above a retail parade in a centre may have

adverse impact associated with user uses such as hours of opening, noise, smells, constrained access width to upper floors, etc.

10.30 Application Information

10.31 Supporting evidence showing conformity with the policy, e.g. comparison of existing accommodation with that proposed in meeting current policy requirements around space and amenity, or justification for exceptional loss of family accommodation.

Housing Standards and Quality

10.32 The policy seeks reduce the potential for overcrowding of residential properties to be controlled through means available through the planning process. In particular it clarifies the standard for one person dwellings and seeks to reduce the potential addition or use of outbuildings to increase the capacity of a dwelling's occupation.

DMP 18

Dwelling Size and Residential Outbuildings

The size of dwellings should be consistent with London Plan Policy 3.5 Table 3.3 Minimum Space Standards for New Development.

In order to prevent the potential for overcrowding planning permission will only be granted where dwellings intended for occupation by one person is internally laid out as studio accommodation

Planning permission will only be granted for outbuildings that will not be residential accommodation or do not support the increased occupation of a dwelling.

National & London Plan

[3.5: Quality and Design of Housing Developments](#)

10.33 London Plan Policy 3.5 and also the Housing SPG give significant direction on the standards and quality that residential development is expected to achieve. In Brent all new housing should comply with the Housing SPG standards. Brent has a high proportion of overcrowded dwellings. It also has some very poor quality private rented accommodation. The Council is taking measures through its statutory roles related to housing in improving the quality of residential accommodation in the Borough and the reducing the incidences of poor properties. Planning has a complementary role to play in reducing the opportunities for overcrowding to occur.

10.34 The policy identifies that the provision of smaller dwellings will only be acceptable where it makes good use of space when a two person dwelling cannot be accommodated. A property designed as a one person one bed home through the provision of a separate bedroom provides a greater opportunity for over-occupation. Its layout as a studio reduces this potential. It gives an indication to occupiers (including potential renters) that the property has essentially been designed for occupation by one person. Consequently dwellings smaller than 50 sq.m. will be expected to be laid out as a studio.

10.35 ‘Beds in sheds’ are a prevalent issue in Brent. These are buildings or structures in gardens either used as self-contained accommodation or for ‘primary’ living accommodation (eg. kitchens, bathrooms, bedrooms and living spaces) ancillary to the main dwelling. Often this accommodation is built without planning consent and if detected a retrospective application sought for its retention. Brent’s experience means the Council considers that such development is unlikely to provide satisfactory residential accommodation for its occupants, or if ancillary for those in the main house, and often adversely impacts on neighbours.

10.36 Application Information

10.37 For dwellings for occupation by one person, a drawing showing an internal layout as a studio

10.38 For buildings ancillary to residential accommodation, clarity on the purpose of the building and agreement to a planning condition restricting use of the building to not include sleeping accommodation, bathrooms, laundry rooms or kitchens.

Residential Amenity Space

10.39 The policy seeks to ensure a suitable level of provision of amenity space in association with residential development. It identifies for Brent a locally distinctive target reflective of historic approach to provision of amenity space, rather than the minimum standards set in the London Housing SPG Provision of Amenity Space.

DMP 19

Residential Amenity Space

All new dwellings will be required to have external private amenity space of a sufficient size and type to satisfy its proposed residents’ needs. This is normally expected to be 20sqm per flat and 50sqm for family housing (including ground floor flats).

National & London Plan

[Housing Supplementary Planning Guidance, GLA](#)

10.40 The London Plan Housing SPG sets out a baseline minimum standard amount for the provision of amenity space in new developments and the characteristics it is expected to have. It also deals with children’s play space. Brent has historically sought and often delivered within higher density schemes higher levels of amenity space based on its own standard which it considers should be maintained.

10.41 New developments should provide private amenity space to all dwellings, accessible from a main living room without level changes and planned within a building to take maximum advantage of daylight and sunlight. Where sufficient private amenity space cannot be achieved to meet the full requirement of the policy, the remainder should be supplied in the form of communal amenity space. The calculation of amenity space does not include any parking, cycle or refuse and recycling storage areas.

Accommodation with Shared Facilities

10.42 The Core Strategy identifies a wide range of specific and special housing needs for different groups to be met within Brent. The majority will be met through self-contained residential accommodation. However, some of the needs will be met through non-self

contained accommodation with shared facilities (such as Houses In Multiple Occupation or purpose built student accommodation). It might also be more institutional in its form as self contained or non-self contained accommodation that shares facilities or requires additional on site support for residents. (such as hostels, or Extracare facilities). The policy seeks to provide greater clarity on how the Council will support development proposals for these uses through the planning process.

DMP 20

Accommodation with Shared Facilities or additional support

Proposals for non-self contained or self-contained residential accommodation with shared facilities or on site support/care to assist residents in their daily lives will be supported where the development is:

- a. located in an area with good access to public transport and other amenities, including shops (normally within 400m);
- b. is of an acceptable quality meeting appropriate standards for the needs of its occupants, including external

amenity space, appropriate communal facilities, levels of support/care and mobility;

- c. includes management arrangements suitable to its proposed use and size;
- d. demonstrates that there is a specific Brent, or in the case of education a London, need for the particular use which are secured by planning agreement relating to use of the land or to its occupation by members of specified educational institutions;

The loss of accommodation will only be acceptable where:

- a. demonstration of no Brent need for the accommodation type, or residents' needs can be better met by other existing accommodation; or
- b. unsatisfactory existing accommodation cannot be improved to achieve current standards.

National & London Plan

[3.8: Housing Choice](#)

[3.9: Mixed and Balanced Communities](#)

[Housing Design and Supplementary Planning Guidance, GLA](#)

Brent Council

[Core Strategy Policy CP21: A Balanced Housing Stock](#)

10.43 For the purposes of this policy shared housing includes houses in multiple occupation (HMOs), bed-sits, hostels, housing for older people, supported housing for those with special needs and specialist student accommodation. It also includes accommodation providing any level of care, whether non self-contained or self contained units with a small amount of communal facilities. The policy seeks to protect the amenity of existing areas and create a good standard of accommodation in locations that are likely to be more suited to meeting occupier's needs.

10.44 Changes in demographics, welfare and lifestyle choices mean that there will be increased demand for these types of accommodation. These types of uses making a significant contribution to meeting local and

in the case of students, London needs. They can also assist in developments through increasing viability and vitality and more balanced communities.

10.45 The developments are likely to be aimed at people with limited accessibility to personal transport. Consequently there is a need for them to be located close to public transport and other amenities.

10.46 The developments could potentially be for people with specialised needs but with lower levels of income. This however should not diminish the quality of the accommodation provided. Where self-contained rooms are proposed they will be assessed against London Housing Design standards. External amenity space will be required as will appropriate communal facilities to support residents (e.g. meetings rooms to stop residents congregating outside in the vicinity of the development). Where levels of care or support are high provision of staff residential accommodation may be required. Conditions or legal agreements may be used to require that uses have appropriate and permanent management arrangements. To ensure that residential accommodation meets needs over time, London Plan policy requires 10% wheelchair accessible dwellings. The accommodation

covered by this policy is likely to be meeting needs of specific sectors of the population. On this basis the Council will be willing to depart from the minimum 10% wheelchair where evidence is compelling to indicate why it might not be appropriate.

10.47 Affordable Housing requirements will be applicable to qualifying proposals for accommodation classified as C3 under this policy.

10.48 There are also scenarios where these forms of accommodation can particularly impact on residential amenity, character and housing mix of an area. Residential amenity means both that of the potential occupiers (Brent's private sector stock condition survey indicated the majority of HMOs not suitable for habitation) and those adjoining the development. Adverse impacts are more likely where there are concentrations of one or more of these types of accommodation in an area. Common issues can include: noise and disturbance associated with intensification of the residential use and/or occupant lifestyles; on-street parking pressure; transient populations replacing settled family occupants; social cohesion impacts; changes in supporting community infrastructure such as shops; external alterations undermining clear local character; and poor waste management.

10.49 Harmful concentrations are likely to arise when the types of issues identified cumulatively result in detrimental effects on the qualities and characteristics of a place or where housing choice is reduced to not provide for differing community needs. For example a concentration of accommodation for older or vulnerable people may have implications for local services such as GP's. Where the existence of similar uses in an area means this is identified as a concern, it should be demonstrated that local services have capacity or planned capacity to meet the needs of future occupants. Where this is not the case, and no other mitigation is agreed, the proposal may be unacceptable. Wembley Area Action Plan identifies 20% of the population as students as an appropriate limit in that area.

10.50 All of the forms of accommodation addressed by the policy will require information on their intended management to meet residents' needs to reduce the potential for adverse impact on amenity of those surrounding.

10.51 Brent is an area with lower property values than some parts of London, particularly inner London. Pressure created by welfare reform and support agency budgets to reduce costs might provide drivers for relocation to

Brent. For the reasons identified in relation to potential adverse factors identified above in relation to concentration, Brent is reluctant to encourage such a move. Consequently it will seek to ensure that with the exception of students, that the accommodation proposed is addressing a Brent population specific need. Where appropriate it will seek to ensure that at least initially and in some cases subsequent for subsequent occupiers that priority for such housing is made available to people in Brent.

10.52 Consistent with London Plan principles of creating long term sustainable buildings, emphasis should be placed on construction methods to assist future conversion to self contained residential accommodation. This may include allowing future rearrangement of internal walls, or a design based on permanent residential layout standards.

10.53 HMOs

10.54 HMOs must meet the standards of Brent's HMO licensing scheme, including minimum room sizes. These sizes have been developed in accordance with the Housing Act 2004. The landlords will be expected to register properties in conformity with the Council's licensing scheme.

10.55 Hostels

10.56 Hostels must be designed with a layout to satisfactorily meet the needs of their intended occupants, with suitable communal spaces and rooms to meet any other associated needs.

10.57 Specialist Student Accommodation

10.58 The London Plan anticipates that the numbers of students in London will continue to grow and requires boroughs to ensure that both demonstrable local and strategic student housing needs are addressed. There has been a substantial increase in the amount of large scale purpose built specialist student accommodation from national providers in Brent recently, particularly in the Wembley area. This has been provided as either self-contained accommodation or rooms with shared facilities. It is good quality and has high levels of on site management. Continued additional provision particularly as part of a balanced mix of housing types within regeneration areas including Wembley as set out in the Wembley Area Action Plan is supported. Refer to 3.5.3 more SHLAA targets inform the 1525 gives an assumed mix on student housing provision.

10.59 Older Persons Specialist Accommodation

10.60 The SHMA identified a need for more specialist accommodation to meet the needs of the growing numbers of older people. The London Plan 2014 sets an annual specialist housing for older people target for Brent of 175 dwellings. Broken down by tenure these are 105 private and 35 intermediate sale/rent and 35 affordable rent.

Losses of Accommodation

10.61 Other than in exceptional circumstances proposals should not result in the loss of permanent self-contained accommodation. Accommodation which provides care will be protected unless it is no longer needed in the borough or it is unsatisfactory and cannot be brought up to current standards.

10.62 Application Information

10.63 Within the Planning Statement how the application addresses evidenced local needs or in the case of student accommodation London's needs.

10.64 To assess impacts on local amenity, the identification of other uses covered by this policy within a 50 metre radius of the property. For uses that accommodate more than 10 occupants the detail of impact on social infrastructure (such as GPs) and whether this can be accommodated or if sufficient capacity is not available currently how this will be addressed.

10.65 Details and mechanisms of how the Council can be assured that the accommodation will be:

- used by the people in the need identified to support the application, and
- managed long term to minimise the potential for adverse impacts on the surrounding area

10.66 For example through suggested conditions related to restricting type of occupants and an agreed management plan. Where loss is proposed, the justification as to why either the need for the accommodation is no longer required, or the accommodation is no longer fit for purpose and could not reasonably be made to be.

Gypsy and Traveller Accommodation

10.67 Brent currently has 30 pitches of accommodation located on the Lynton Road site. The most recent locally specific needs assessment is the London Gypsy & Traveller Accommodation Needs Assessment' (GLA, 2008). This identified the need for up to a further 24 pitches within Brent. NPPF and associated guidance Planning Policy for Travellers Sites requires local authorities to quantify accommodation needs and identify appropriate sites for their provision. It has similar provisions to general housing in needing to show a 5 year deliverable supply. A Site Specific Allocations Document is the most appropriate route for identifying sites required to meet needs. Until the Site Specific document this is prepared the Core Strategy policy CP22 in association with NPPF provides suitable decision making criteria for proposals for new pitches.

Evidence Base

[Flat Conversions Background Report \(2013\), London Borough of Brent](#)

[Dwelling Size Background Report \(2013\), London Borough of Brent](#)

[Affordable Rent and Social Rent Background Report \(2013\), London Borough of Brent](#)

[West London Strategic Housing Market Assessment \(2010\), West London Housing Partnership](#)

[Draft Housing Strategy 2013-18 \(2013\), London Borough of Brent](#)

[Brent Council Tenancy Strategy 2012-2013 \(2012\), London Borough of Brent](#)

[2003 Private Sector Stock Condition Survey \(2004\), Fordham Research](#)

[Shaping Neighbourhoods: Play and Informal Recreation Supplementary Planning Guidance \(2012\), GLA](#)

11 Social Infrastructure

11.1 Social infrastructure (also referred to as community and cultural facilities) plays a vital role in supporting Brent's diverse community, reducing inequality and helping to promote social inclusion and cultural wellbeing. The Council defines social infrastructure as a wide variety of services that are essential to the sustainability and wellbeing of a community. This could include the following:

- Educational facilities including early years education, primary education, secondary education, further education and adult learning;
- Health services including primary and secondary health;
- Sports and leisure facilities including swimming pools, sports halls and outdoor sports spaces;
- Libraries;
- Places of worship;
- Theatres and galleries;
- Community space, meeting rooms and halls;
- Fire stations, policing and other criminal justice or community safety facilities; and
- Public houses

11.2 This list is not exhaustive and other facilities can be included as social infrastructure.

Protection of Social Infrastructure

11.3 London Plan policy 3.16 and Brent's Core Strategy policy CP 23 protects existing community and cultural facilities that support community participation and development, and requires mitigation for any loss. The London Plan also requires the suitability of redundant premises for other forms of social infrastructure to be assessed before alternative developments are considered.

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[3.16: Protection and Enhancement of Social Infrastructure](#)

[3.17: Health and Social Care Facilities](#)

[3.18: Education Facilities](#)

[3.19: Sports Facilities](#)

Brent Council

[Core Strategy Policy CP 23: Protection of existing and provision of new Community and Cultural Facilities](#)

11.4 The following text provides detailed guidance on how London Plan and Core Strategy will be applied. This approach applies to all social infrastructure with the exception of playing fields, where applications will be assessed against relevant criteria in the NPPF, and public houses where policy [DMP Public Houses](#) applies. If it is considered that social infrastructure is no longer needed this is to be demonstrated through the following:-

- consultation with service providers and the local community;
- details of alternative social infrastructure in the locality which meets the need in a different way or in a convenient alternative location;
- vacancy and marketing data indicating that there is no demand despite continuous marketing at a reasonable rate for a period of 24 months; and
- the potential of re-using or redeveloping the existing site for the same or an

alternative social infrastructure use, particularly for educational uses, has been fully considered; or

- redevelopment is part of an agreed programme of social infrastructure re-provision to ensure continued delivery of social infrastructure and related services, as evidenced through a service delivery strategy.

11.5 To justify the loss of land or premises for social infrastructure it must be demonstrated to the Council's satisfaction that all of the above have been explored. A convenient alternative location is considered to be 400m, a 5 minute walking distance for an able bodied person. Where a replacement facility is proposed to mitigate the loss it must be demonstrated it will meet the end users needs in terms of both quality of provision and quantity of floorspace.

11.6 The introduction of the Localism Act 2011 provided a new right for residents to nominate certain local public or privately owned buildings or land for recognition as being an Asset of Community Value. Assets of Community Value are designated where it can be demonstrated the asset has furthered the social wellbeing or social interests of the community, and can continue to do so. [Further information on the criteria and process is](#)

[available on the Brent Council website.](#) *The Council will give significant weight to the protection of designated Assets of Community Value.*

11.7 In accordance with London Plan policy 3.16, wherever possible, the multiple use of premises will be encouraged. Where relevant, Community Use Agreements (CUA) will be secured to ensure dual use through s106 planning obligations. The development and implementation of CUAs can help support well-managed and safe community access to facilities on educational sites. As well as widening access to facilities and providing clarity on their use CUAs can help to enhance links between educational establishments and sports clubs.

Public Houses

11.8 In recent times Brent has seen an increase in conversion of public houses to other uses. This is of concern to the Council as public houses can make a valuable contribution to the community by adding character to the area and providing employment and a place for social interaction. Many public houses provide space for evening classes, clubs, meetings or performances. As such, and in keeping with

the NPPF, public houses are classed as social infrastructure and proposals which would result in their loss will be subject to this policy.

DMP 21

Public Houses

The Council will only support the loss of public houses where:

- if registered as an Asset of Community Value the premises can be shown to have been offered for sale to local community groups and no credible offer has been received from such a group at a price that is reflective of condition of the building and its future use as a public house;
- its continued use is not economically viable;
- the proposed alternative use will not detrimentally affect the vitality of the area and retain as much of the building's defining external fabric and appearance as a pub as possible; and
- the proposal does not constitute the loss of a service of particular value to the local community.

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11.9 Where applications for a change of use or redevelopment of a public house are received, the Council will require evidence that:

- the public house has been marketed for 24 months as a public house and for an alternative local community facility, at a price agreed with the Council following an independent professional valuation (paid for by the developer) and there has been no interest in either the free-or lease-hold either as a public house or as a community facility falling within 'D1' use class;
- the public house has been offered for sale locally, and in the region, in appropriate publications and through specialised licensed trade agents;
- all reasonable efforts have been made to preserve the facility, including all diversification options explored – and evidence supplied to illustrate this;
- the CAMRA Public House Viability Test, or a similar objective evaluation method, has been employed to assess the viability of the business and the outcomes demonstrate that the public house is no longer economically viable;
- there has been consultation with the local community;
- there are alternative licensed premises within easy walking distance of the public house; and
- any such alternative premises offer similar facilities and a similar community environment to the public house which is the subject of the application.

12 Delivery and Monitoring

Monitoring is an important part of the continuous planning process. A set of key indicators and targets have been developed so that the effectiveness of policies in achieving the objectives can be assessed. Additional key indicators are contained in the Core Strategy. Where objectives are not being met, appropriate action may be taken which can adjust the outcome or, in some circumstances, a review of policy may be necessary. The targets have been summarised in the tables below, highlighting the relationship between the policies, indicators and targets.

Performance Measure	Target	Specific policy to be monitored
Proportion of primary frontage in A1 and A2 use.	Proportion of primary frontage in A1 and A2 use not to fall below 65%, or 50% if vacancy rates exceed 10%.	DMP 2 'Supporting Strong Centres'

Performance Measure	Target	Specific policy to be monitored
Concentration of betting shops, adult gaming centres and pawnbrokers.	Proportion of frontage in use as betting shops not to exceed 4%, and proportion in use as adult gaming centres or pawnbrokers not to exceed 3%.	DMP 3 'Non-Retail Uses'
Concentration of takeaways and proximity of takeaways to secondary schools and further education establishments.	Proportion of units in use as takeaways in town centres not to exceed 6%, and no further takeaways within 400 metres of a secondary school or	DMP 3 'Non-Retail Uses'

Performance Measure	Target	Specific policy to be monitored
	further education establishment.	
Proximity of shisha cafes to secondary schools and further education establishments.	No further shisha cafes consented within 400 metres of a secondary school or further education establishment.	DMP 3 'Non-Retail Uses'
Protection of Employment Sites.	Cumulatively no more than approximately 11.5 ha of employment land lost.	DMP 14 'Employment Sites'

Table 1

Appendix 1 - Parking Standards

A separate set of standards has been developed for the Wembley regeneration area. These are set out in the Wembley Area Action Plan.

Employment Use Classes

The employment areas in LB Brent have significant variations in levels of access to public transport and other individual characteristics.

Where parking is proposed, the following standards, as detailed in table 1 below, should be applied. The proposed standards fall within the London Plan range of standards for B1 but should be applied to all employment uses. A distinction is made between areas of the borough to the north and the south of the Dudding Hill railway line as this broadly reflects variations in public transport provision.

The provision of parking in new developments below the standards set out in the table is encouraged (see car free/car capped section). The provision of parking at a higher level than provided by these standards, but in accordance with the London Plan, would need to be justified through a Transport Assessment, and recognise future PTAL ratings.

Location	Definition	Maximum Parking Standard
Inner Brent	South-east of Dudding Hill railway line	1 space per 800m ² gross floor space
Outer Brent	North-west of Dudding Hill rail line	1 space per 200m ² gross floor space
Regeneration exception*	Opportunity and growth areas	1 space per 100m ² gross floor space

Table 2 - Employment Maximum Parking Standards

The regeneration exception will be subject to a transport assessment verification. Developments in the growth areas and Park Royal Opportunity Area may be permitted more parking to encourage the sustained regeneration of these areas. Developments in these areas will be permitted to use the regeneration exception standard for outer London Boroughs, so long as this is justified through a transport assessment.

More generous parking than that set out in the table above could be acceptable provided that all of the following criteria can be demonstrated:

- Ensuring that there are no significant adverse impacts on congestion or air quality
- A lack of existing on or off-street parking spaces
- A commitment by the developer to provide space for electric and car club vehicles, bicycles and parking for disabled people above the minimum thresholds; and
- A binding commitment via a Travel Plan to reduce more generous provision over time.

The parking standards for employment to be applied in Wembley are contained in the Wembley Area Action Plan.

Retail Parking Standards

The London Plan is most prescriptive when dealing with retail parking standards. Standards should be consistent across town centre areas to avoid variations in parking over small areas.

The provision of public parking in town centre areas needs to be balanced with the need to deter unnecessary car trips. More restrictive standards away from town centres are

designed to reduce the trend for "out of town" developments that are often heavily reliant on the private car for access.

For town centres in the area of the borough classified in Inner London, more restrictive standards are applied to A1 retail parking provision. This is because these areas have good public transport provision relative to elsewhere in the borough. Additional parking would only be acceptable if it assisted in providing public parking for general town centre use where required to assist viability of the town centre and is charged for in line with on and off street parking charges. Parking standards for the Major Town Centres are shown in Table 2 below.

Retail Use	Maximum Standard
Food - up to 500m ²	1 space per 200m ² gross floor space
Food - up to 2,500m ²	1 space per 120m ² gross floor space
Food - over 2,500m ²	1 space per 60m ² gross floor space
Non Food	1 space per 100m ² gross floor space

Retail Use	Maximum Standard
Garden Centre	1 space per 100m ² gross floor space
Town Centre/Shopping Mall/Department Store	1 space per 100m ² gross floor space

Table 3 - Maximum A1 Retail Parking - Major Town Centres

There are a number of smaller town centres across the borough, which range in accessibility to public transport. It is important that these centres are maintained and encouraged to develop to provide local services and amenities for Brent residents. Parking standards for the rest of the borough are shown in Table 3.

Retail Use	Maximum Standard
Food - up to 500m ²	1 space per 100m ² gross floor space
Food - up to 2,500m ²	1 space per 60m ² gross floor space

Retail Use	Maximum Standard
Food - over 2,500m ²	1 space per 30m ² gross floor space
Non Food	1 space per 50m ² gross floor space
Garden Centre	1 space per 50m ² gross floor space
Town Centre/Shopping Mall/Department Store	1 space per 50m ² gross floor space

Table 4 - Maximum A1 Retail Parking - Rest of the Borough

For Wembley, the retail parking standards are split between more accessible, and less accessible areas and are shown in the Wembley Area Action Plan:

Residential Parking Provision

Analysis has highlighted that there is a clear correlation in the borough between deprived areas, public transport accessibility and reduced car ownership. The wards in the north of the borough show higher levels of car ownership, lower levels of deprivation and

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lower levels of public transport accessibility. The standards for residential development reflect this pattern and the fact that where public transport is less accessible, residents will make use of their cars for essential trips more often and therefore require the facility to park a car at their property. Family homes are more likely to need car parking. Residential parking standards are maximum standards.

	Housing Type		
PTAL	4+ beds	3 beds	1-2 beds
1 - 3	2.0 spaces per unit	1.5 spaces per unit	1.0 spaces per unit
4 - 6	1.2 spaces per unit	1.2 spaces per unit	0.75 spaces per unit

Table 5 - Residential Car Parking Standards - Brent

Parking standards for Wembley have been defined in a way which gives an average of 0.50 spaces per unit. The residential standards for Wembley are shown in the Wembley Area Action Plan.

Parking for Hotels

The following standards will be applied to hotels:

- PTAL 4-6: Operational and disabled parking provision only, with minor exceptions where warranted
- PTAL 1-3: Additional parking allowable up to 1 space per 5 bedrooms if justified by a transport assessment
- One coach parking space should be provided for every 50 bedrooms.

Only operational and disabled parking should be provided for new hotels in the Major Town Centres of Wembley and Kilburn.

Parking for Residential Institutions

Hospitals

For hospitals, these should be assessed individually due to the differing nature of the parking demands depending on the range of treatments offered. There will be a higher level of operational parking required than for other large institutions. A Travel Plan should be developed to ensure that visitor and employee parking is managed. Where existing hospitals are subject to developments or refurbishment,

the existing levels of parking should be the starting point, with any additional requirements justified through a transport assessment.

C2 (Other Residential Institutions)

Other residential institutions such as care homes, homeless hostels, halls of residence and residential schools and colleges should base the parking provision on the number of bedrooms. It is proposed that a maximum standard of one space per 10 beds is applied. Further visitor parking may be acceptable provided adequate justification is provided through a Transport Assessment.

Where the development is for the provision of student halls of residence, in line with recent consented schemes, we will seek car free schemes, due to the low levels of car ownership amongst students.

Parking for non-residential institutions (D1)

This category covers places of worship, health centres, nurseries and museums, all with varying parking requirements. For all D1 uses, 1 car parking space should be provided per 10 users/visitors on site at any one time. However, for developments situated in high

PTAL locations, parking provision should be justified by a transport assessment. Longer stay visitor parking should be deterred.

A separate standard applies for schools:

- PTAL 1-3: one car parking space per 5 staff; and
- PTAL 4-6: operational and disabled provision only, unless otherwise justified through a transport assessment

Parking for Assembly and Leisure

This category covers cinemas, bingo halls and theatres along with leisure centres, swimming pools and gymnasiums.

In locations with PTALs of 4-6, on-site provision should be limited to operational needs, parking for disabled people and that required for taxis, coaches and deliveries/servicing. In locations with PTAL of 1-3, provision should be consistent with objectives to reduce congestion and traffic levels and to avoid undermining walking, cycling or public transport.

Applicants are encouraged to make use of existing publicly available parking spaces before making on-site provision. Where on-site provision is required, it is proposed that up to 1 car parking space is provided per 10

users/visitors on site at any time. Where venues provide a total capacity over 500 patrons, it is proposed that the level of parking is determined on an individual basis, subject to a detailed transport assessment.

Disabled Parking

For new residential development, a minimum of 10% of parking spaces provided for private units should be dedicated to disabled use. For all other uses, a minimum of 5% parking spaces should be dedicated to disabled use.

Cycle Parking

Cycle parking standards as set out in the [London Plan](#) apply in Brent.

Appendix 2 - Servicing Standards

A1 Retail

For A1 retail units less than 500m² gross floor area, one transit sized bay for service vehicles should be provided. Food retail units of over 500m² should provide 12m bays for servicing. For larger A1 retail units over 2000m², one full size lorry bay per 2000m² for service vehicles should be provided.

If the development forms part of a group of smaller units, the total floor area of the entire groups of units should be used to determine the number of service vehicle bays. Existing service facilities should also be taken into account.

A3 Food and Drink Establishments

Standards should be provided on a site specific basis, depending on the size of service vehicles and each location.

B1 Business

B1 Business use developments should provide service space only for 8m rigid service vehicles, as opposed to maximum sized (i.e. 10m) rigid vehicles at each location.

B2 General Industry and B8 Warehouse

Units under 300m² should provide a loading bay that can accommodate an 8m rigid vehicle. Units between 300m² and 1000m² should provide a loading bay for full-sized (10m) rigid vehicles. Beyond 1000m², there should be provision of full sized loading bays.

C1 Hotels

In addition to the coach parking provision standards, new hotel developments should also provide a loading bay for at least one 8m sized rigid vehicle. Any specific sites with alternative requirements should be reviewed separately.

Appendix 3 - Glossary

Accessibility Management Plan: A plan which sets out how accessibility and inclusion will be monitored and maintained throughout the life of a development.

Adult Gaming Centre: An adult gaming centre is a place of gambling where access is restricted to persons over 18.

Air Quality Management Area (AQMA): An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

Betting Shop: A store where the primary activity on the premises is betting services. Each premises is permitted to have up to four gaming machines, known as fixed odds betting terminals.

Decentralised Energy Network: the local generation of electricity and where appropriate, the recovery of the surplus heat (combined heat and power – CHP) for purposes such as building space heating and domestic hot water production.

Greenfield Run-off Rates: The rate of run-off that would occur from the site in its undeveloped and therefore undisturbed state.

Green roof: A green roof, also known as an eco roof, living roof, or vegetated roof, is one that is either partially or completely covered in vegetation on top of the human-made roofing structure.

Heavily Parked Street: Streets where the percentage of cars parked on-street exceeds 80%, the safe and legal maximum level of parking.

Live-Work Premises: Purpose-built premises, or purposely converted units, comprising a mix of residential and business uses which cannot be classified under a single class within the Use Classes Order.

Local Employment Sites: Sites, outside of Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS), which provide, or are capable of providing, local employment opportunities. These sites include those on the fringes of SIL and LSIS, scattered large sites and smaller sites dispersed throughout the borough including those in residential areas.

Locally Significant Industrial Sites (LSIS): Employment sites identified in the Core Strategy as being of significance to Brent's

economy. Occupancy within these sites is generally similar to that within SIL, but is more varied and may include office or trade uses.

Lifetime Neighbourhood: Places where, in view of an ageing society, transport, basic amenities, green spaces, decent toilets, and places to meet and relax, are consciously planned for people of all ages and conditions in mind within easy reach of homes, accessible to all and planned into proposals at the outset.

Major Developments: 10 or more residential units (or if a number is not given, where the area is more than 0.5 hectares), or 1000 sq m (or more) gross commercial floorspace.

Meanwhile Uses: The temporary use of vacant buildings or land for a socially beneficial purpose until such a time that they can be brought back into commercial use again.

Metropolitan Open Land: MOL are strategically important open spaces to London. MOL performs 3 valuable functions: 1) to provide a clear break in the urban fabric and contribute to the green character of London; 2) to serve the needs of Londoners outside their local area; and 3) contains a feature or landscape of national or regional significance. MOL is afforded the same level of protection

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as the Green Belt and the London Plan stresses that there should be a presumption against development in these areas.

Neighbourhood Centres and Isolated Shop Units:

Neighbourhood Centres and isolated units are located outside of designated town centres. These shops serve a local retail need and play an important social role in the community as well as contributing to the character and function of the local area.

Open Space: All land in Brent that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a the broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Opportunity Areas: Areas designated in the London Plan as London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing.

Pawnbroker: A store which offers loans in exchange for personal property as equivalent collateral. In Brent many of these stores also provide a payday loan service.

Payday loan shops: A company that lends customers small amounts of money at high interest rates, on the agreement that the loan will be repaid when the borrower receives their next wages.

Playing Field: A playing field is an area containing at least one playing pitch (0.2 ha or more, including run-offs), irrespective of ownership.

Playing Pitches: A playing pitch means a delineated area which, together with any run-off area, is of 0.2 hectares or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2010).

Primary Frontages: Frontages comprising a high proportion of retail uses which may include food, drinks, clothing and household goods. Primary frontage is shown on the Polices Map.

Primary Shopping Area: Area where retail development is concentrated comprising the primary and adjoining secondary frontages.

Public Transport Accessibility Level (PTAL):

A detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability.

Quiet Areas: The Environmental Noise (England) Regulations 2006 (as amended) require that Noise Action Plans for agglomerations (including much of Greater London) include provisions that aim to protect any formally identified 'Quiet Areas' from an increase in road, railway, aircraft and industrial noise.

Secondary Frontages: That part of a shopping centre outside the primary frontage, usually on the fringe, where units provide greater opportunities for a diversity of uses such as restaurants, cinemas and businesses. Secondary frontage is shown on the Polices Map.

Section 278 Agreement: A legally binding agreement between the Local Highway Authority and the developer to ensure that the work to be carried out on the highway is completed to the standards and satisfaction of the Local Highway Authority.

Small and Medium Enterprises (SMEs):

Defined in EU law as enterprises which employ fewer than 250 people and which have an annual turnover not exceeding €50m, and/or an annual balance sheet total not exceeding €43m.

Social Infrastructure: A wide variety of services that are essential to the sustainability and wellbeing of a community such as education facilities, places of worship, health provision, community, cultural, recreation and sports facilities.

Strategic Industrial Location (SIL): These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including general and light Industrial uses, logistics, waste management and environmental Industries (such as renewable energy generation), utilities, wholesale markets and some transport functions.

Studio Flat: Also known as a studio apartment, a small apartment which combines living room, bedroom, and kitchenette into a single room.

Sustainable Urban Drainage System (SuDS):

An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

Tall Buildings: Buildings or structures that are more than 30m in height or significantly taller than surrounding development.

Transport for London Route Network (TLRN)

Road: The Transport for London Route Network is made up of roads that are owned and maintained by Transport for London (TfL). They are the key routes or major arterial roads in London.

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Appendix 4 - UDP Policies to be Superseded

When it is adopted the Development Management Policies will replace the remaining saved UDP policies as follows:

Saved UDP Policy	To be superseded by
STR 20 Affordable Housing Threshold	DMP 15
STR 25 Protection of Local Employment sites	DMP 14
STR29 Town Centre Vitality & Viability. Supporting Wembley & Kilburn	DMP 2
BE24 Locally listed Buildings	DMP 7
BE25-28 Conservation Area Development Issues	DMP 7
BE31 Archaeological sites	DMP 7
H4 Off-Site Affordable Housing	DMP 15

Saved UDP Policy	To be superseded by
H6 Protection of Existing Affordable Housing	DMP 16
H17 Flat Conversions	DMP 17
H18a-j, I Flat Conversion Standards	DMP 17
H19 Flat Conversions; Access & Parking	DMP 17
H22 Protection Of Residential Amenity	DMP 1
H23b-c Supported Housing; New Build	DMP 20
H24 Supported Housing; Conversions/Extensions	DMP 20
TRN15 Forming an Access to a Road	DMP 11
TRN22 Parking Standards: non residential	DMP 12
TRN23 Parking Standards: residential	DMP 12

Saved UDP Policy	To be superseded by
TRN24 On-Street Parking	DMP 12
TRN25 Parking in Town Centres	DMP 12
TRN27 Retention of Essential Off-Street Parking	DMP 12
TRN28 Restrictions on Off-Street Public Parking & Contract Parking	DMP 12
TRN34 Servicing in New Development	DMP 13
EMP2 Small and medium sized enterprises	DMP 14
EMP9 Development of local employment sites	DMP 14
EMP10 The environmental impact of employment development	DMP 1
EMP13 Bad-neighbour uses	DMP 14
EMP14 Design of business developments	DMP 14

Saved UDP Policy	To be superseded by
EMP17 Reuse of redundant offices	DMP 14
EMP18 General industrial developments	DMP 14
EMP19 Warehouse developments	DMP 14
EMP20 Creative industry proposals	DMP 14
EMP21 Work-live development	DMP 14
SH6-7 Non-Retail Uses, Changes of Use,	DMP 3
SH9 Secondary Shopping Frontages	DMP 2
SH10-11 Food & Drink (A3) Uses	DMP 1 & DMP 2
SH13 Amusement centres	DMP 1 & DMP 2
SH14 Minicab Offices	DMP 1 & DMP 2

Saved UDP Policy	To be superseded by
SH17-18 Isolated Shops & Other Parades	DMP 4
SH19 Rear Servicing	DMP 13
SH21-24 Shopfronts, Forecourts & Extensions	DMP 2
SH26-27 Existing/New Retail Markets	DMP 5
SH28-29 Car-Boot Sales	DMP 5
TEA6-7 Hotel Development	DMP 6
OS14 Wildlife Corridors	DMP 8

Table 6

The following policies are now covered by national and London Plan policy and therefore will not be taken forward in the Development Management Policies Document.

Policies which will not be taken forward in the Development Management Policies Document
STR3 Development on previously developed urban land, STR5 Reducing the need to travel, STR6 Parking Controls and Standards, STR9 GLA Roads and London Distributor Roads, STR12 Protection of Public Health and Safety, STR13 Environmentally Sensitive forms of Development, STR14-15 Urban Design Strategy, STR30 Distribution of shopping facilities, STR36 Protection & enhancement of sites of nature conservation importance, BE1-12 Urban Design Quality & Sustainable Construction, BE13-15 Priority Areas for Townscape & Public Realm Enhancement, BE17 Building Services Equipment, BE19 Telecommunications, BE20-21 Advertisements, BE29 Distinctive Residential Character Areas, BE30 Enabling Development, BE32 Monuments / Earthworks, BE33 Tree Preservation Orders, BE34 Views/Landmarks, EP2 Noise & Vibration, EP3 Local Air Quality Management, EP4 Potentially Polluting Development, EP5 Development affecting existing potentially polluting development, EP6 Contaminated land, EP8 Notifiable Installations, EP10 Protection of Surface Water, EP12 Flood Prevention, EP15

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Policies which will not be taken forward in the Development Management Policies Document

Infrastructure, H5 Key Worker Housing, H11 Housing on Brownfield Sites, H12 Residential Quality; Layout Considerations, H13 Residential Density, H14 Minimum Residential Density, H15 Backland Developments, H20 Flats Over Shops, TRN1-4 Transport Assessment/ Impact, TRN6 Intensive Development at Transport Interchanges, TRN8 New Rail Stations – Design Considerations, TRN9 Bus Priority, TRN10 Walkable Environments, TRN11 London Cycle Network, TRN12 Road Safety & Traffic Mgt, TRN13 Traffic Calming, TRN14 Highway Design, TRN16 London Road Network, TRN17 Restrictions on New Roads, TRN18 North Circular Road, TRN20 London Distributor Roads, TRN29 Station Car Parks, TRN30 Coaches and Taxis, TRN31 Design & Land Take of Car Parks, TRN32 Provision & Protection of Rail & Water Freight facilities, TRN35 Transport Access for Disabled People, EMP3 Childcare facilities in employment developments, EMP6 Employee facilities in strategic employment areas, EMP14 Design of business developments, EMP16 Business, EMP22 Home-working, SH2 Town Centres Network & Major Town

Policies which will not be taken forward in the Development Management Policies Document

Centres, SH15 Loss of Residential above Shops, SH16 Local Centres, SH31-32 Ealing Road, SH33-35 Design Improvements & Servicing Harlesden, TEA1-2 Location of Tourist, Visitor and ACE uses, TEA4 Public Art, OS1-3 Metropolitan Open Land, OS5 Green Chains, OS9 Dual Use of open space, OS12-13 SSSIs and Sites of Important Nature Conservation, OS14 Wildlife Corridors, OS15 Species Protection, OS16 Welsh Harp & Fryent Country Park, OS17 New Wildlife Habitats, OS18 Childrens Play Areas, OS19 Location of Sports Facilities, OS20 Site Specific Sport Proposals OS21 Metropolitan Walks, OS23 Cemeteries and Crematoria, CF1-2 Location of Community Facilities, CF4 Community Facilities Capable of holding Functions, CF6 School places, CF7-9 School buildings, CF10 Development within school grounds, CF11 Day nurseries, CF13 Health care facilities, CF14 Places of worship, W3 New Waste Management/ Manufacturing Proposals – Environmental and Access, W4-W6 Safeguarding Waste Management Facilities, W8-W9 Construction/ Demolition/ Commercial Waste, W10 Incinerators, W11 Waste Transfer

Policies which will not be taken forward in the Development Management Policies Document

Facilities/ Waste to Landfill, W12 Aggregate Extraction, PR1 Major Developments In Park Royal, PR3 Public Realm Improvements in Park Royal, PR4 The Grand Union Canal in Park Royal

Table 7