

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

8 June, 2016

15/3639

SITE INFORMATION

RECEIVED: 20 August, 2015

WARD: Fryent

PLANNING AREA: Brent Connects Kingsbury & Kenton

LOCATION: All Units, Watling Gate, Edgware Road, Kingsbury, London, NW9 6NB

PROPOSAL: Demolition of existing four storey building used as offices (Use class B1) and adult learning centre (Use class D1) and erection of part 5, 6 and 7 storey building providing 43 residential units (21 x 1bed, 12 x 2bed and 10 x 3bed) and office space (Use class B1) on the ground floor with associated basement level car parking, cycle parking spaces, alterations to existing vehicular crossover, landscaping and amenity space

APPLICANT: Handover Ltd

CONTACT: Churchill Hui Architects

PLAN NO'S: 5475 P500 - Location Plan

5475 EX2 101 - Existing Basement Floor Plan
5475 EX2 102 - Existing Upper Ground Floor Plan
5475 EX2 103 - Existing First Floor Plan
5475 EX2 104 - Existing Second Floor Plan
5475 EX2 105 - Existing Third Floor Plan
5475 EX3 101 - Existing Site Elevation North East
5475 EX3 102 - Existing Site Elevation North West
5475 EX3 103 - Existing Site Elevation South West
5475 EX3 104 - Existing Site Elevation South East

5475 P501 Rev A - Site Layout & Roof Plan
5475 P502 Rev A - Contextual Elevations
5475 P503 Rev A - Contextual Sections
5475 P504 Rev A - Floor Plan Basement (Level 0)
5475 P505 Rev A - Floor Plan Ground Floor (Level 1)
5475 P506 - Floor Plan First Floor (Level 2)
5475 P507 - Floor Plan Second & Third Floors (Levels 3-4)
5475 P508 - Floor Plan Fourth Floor (Level 5)
5475 P509 Rev A - Floor Plan Fifth Floor (Level 6)
5475 P510 Rev A - Floor Plan Sixth Floor (Level 7)
5475 P511 Rev A - Roof Plan

Accompanying documents

Environmental Noise Report - prepared by Sharps Redmore Acoustic Consultants
Travel Plan prepared by TTP Consulting
Residential Travel Plan prepared by TTP Consulting
Car Park Amendments prepared by TTP Consulting
Contaminated Land Risk Assessment - Phase 1 Desk Top Study prepared by Soil Environment Services Ltd with Appendix A and B
Air Quality Assessment prepared by Air Quality Consultants

Energy Statement prepared by energy test
Sustainable Drainage Assessment prepared by Fairhurst Consulting Engineers
Summary of Compliance Criteria for Building Regulation Part G prepared by energy test

**LINK TO
DOCUMENTS
ASSOCIATED TO
THIS
APPLICATION**

When viewing this on an Electronic Device

Please click on the link below to view **ALL** document associated to case

https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_123699

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 3. Click on "View Documents" tab
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SITE MAP



Planning Committee Map

Site address: All Units, Watling Gate, Edgware Road, Kingsbury, London, NW9 6NB

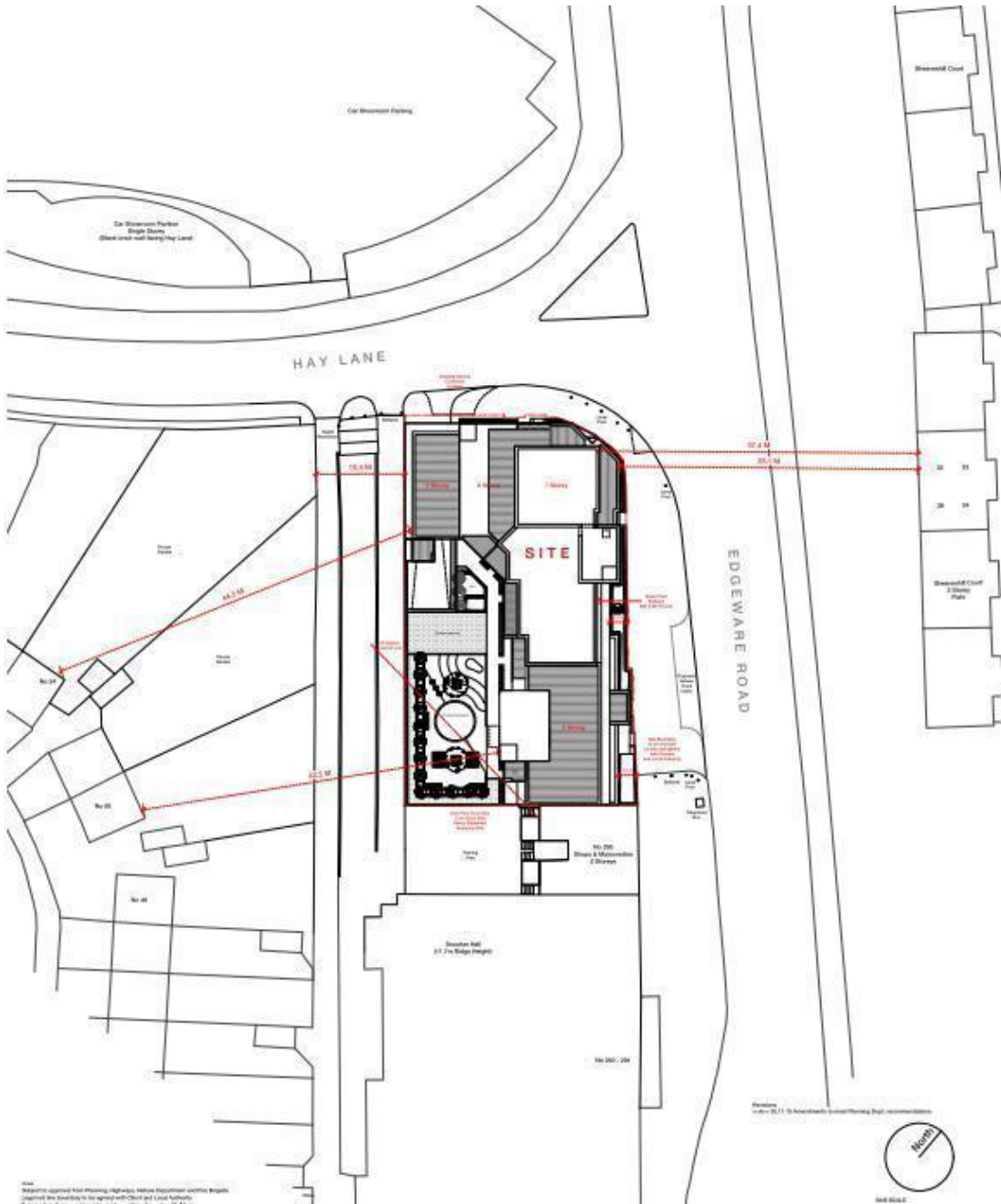
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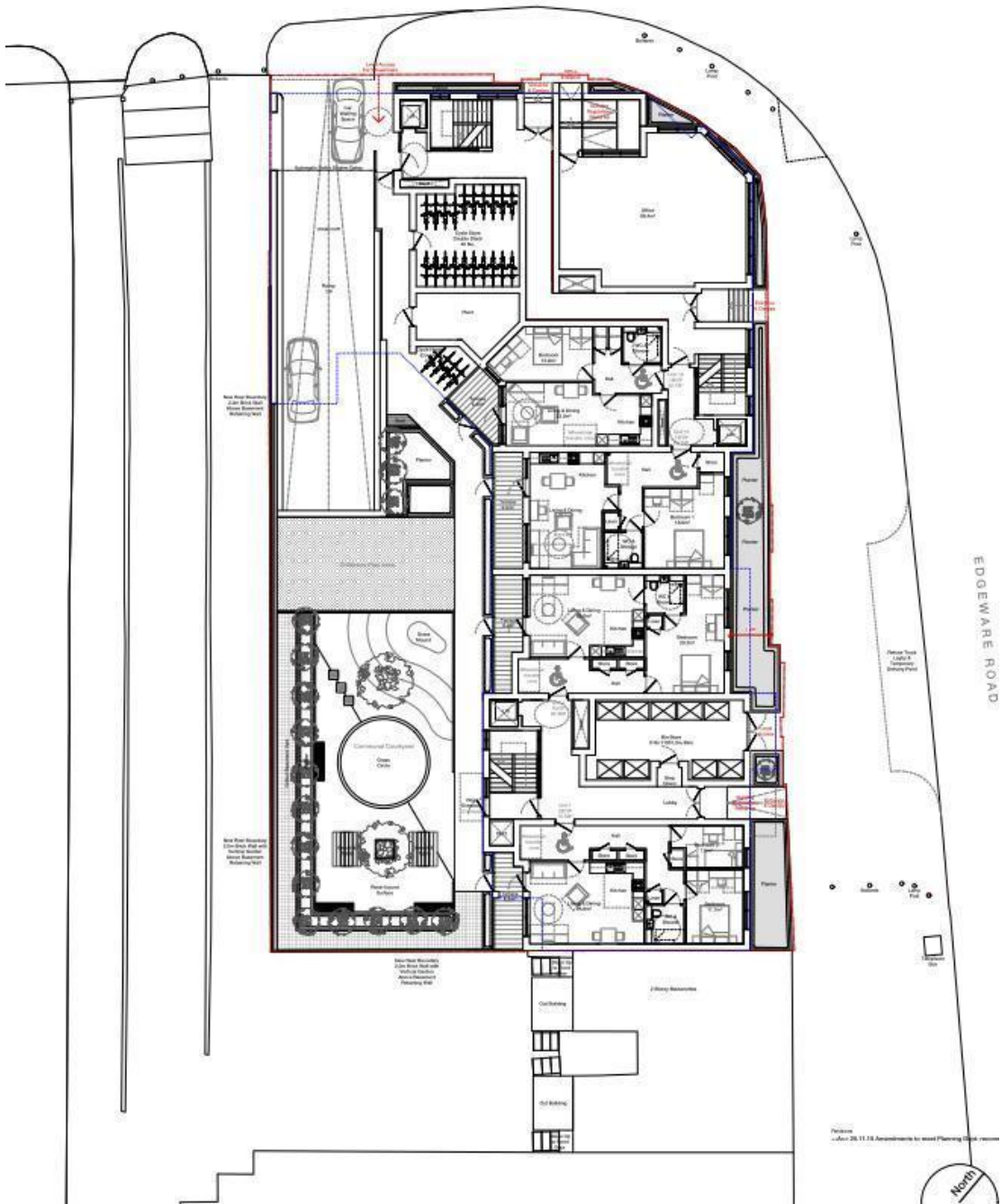
This map is indicative only.

SELECTED SITE PLANS

SELECTED SITE PLANS

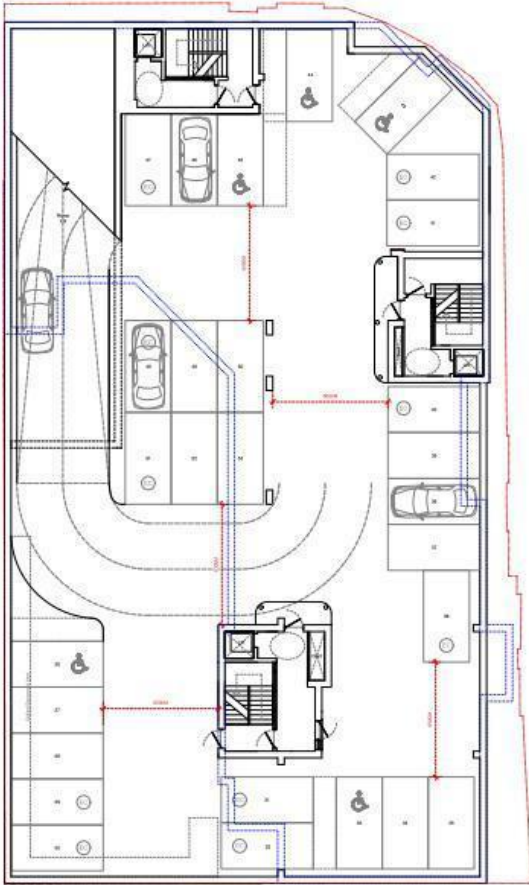


Site Layout plan

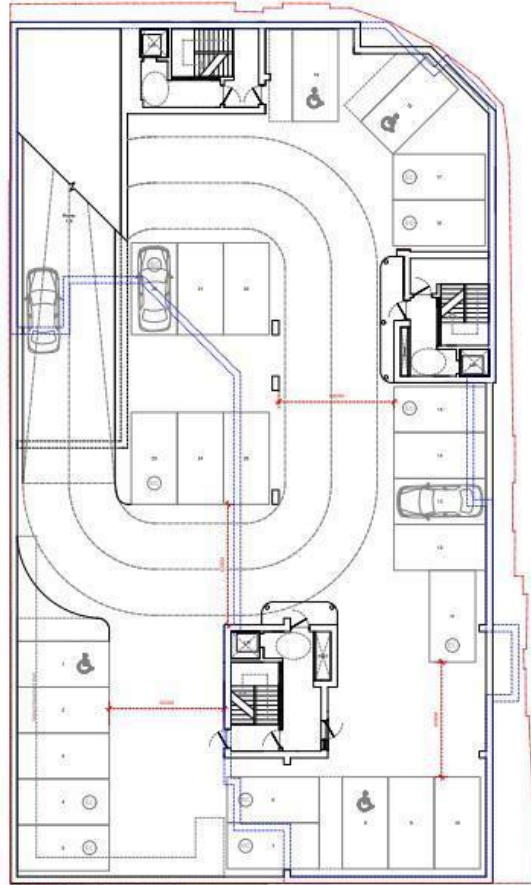


Proposed ground floor and site plan

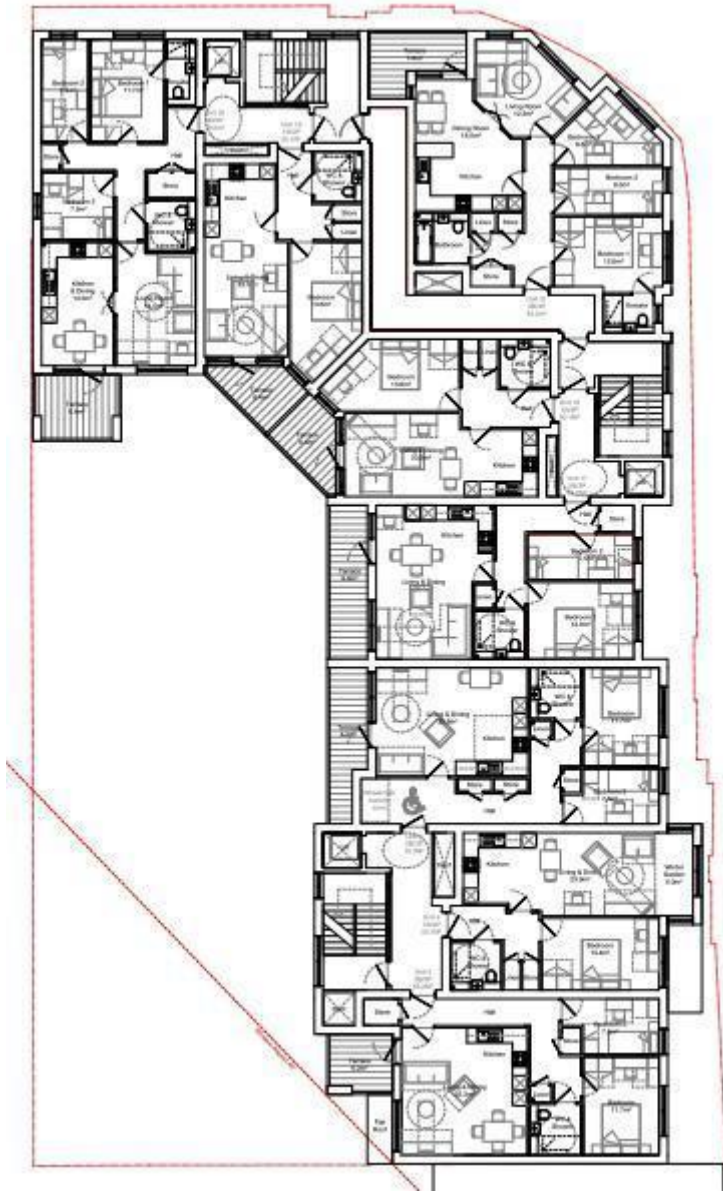
BASEMENTS 2 (LEVEL -1)



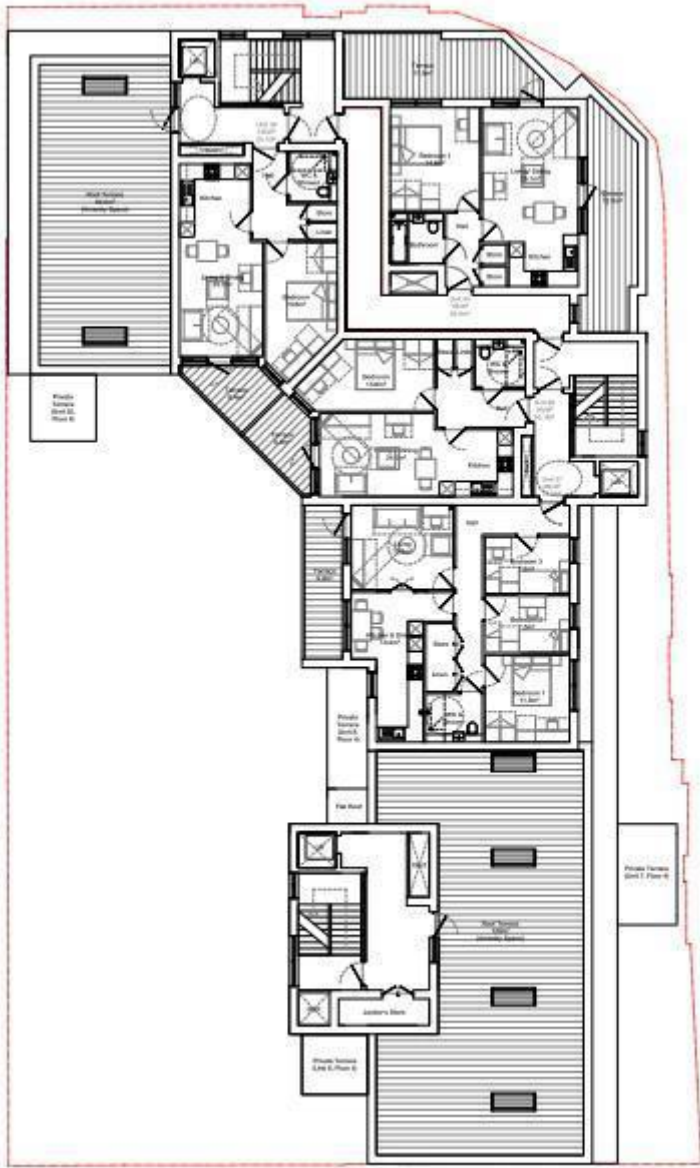
BASEMENTS 1 (LEVEL 0)



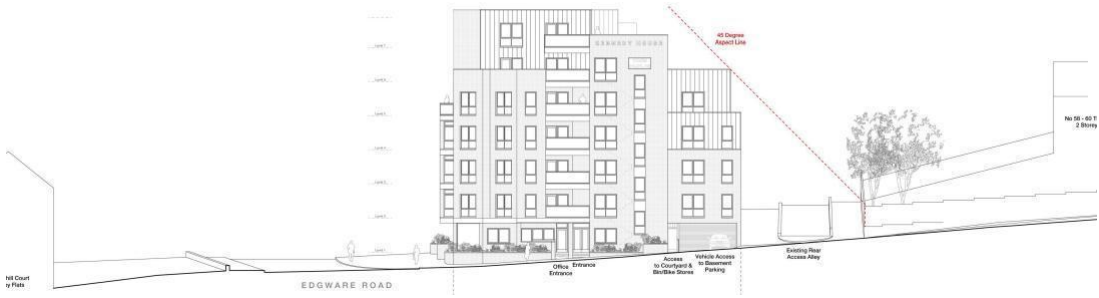
Proposed basement plans (Level -1 and Level 0)



Proposed first floor plan



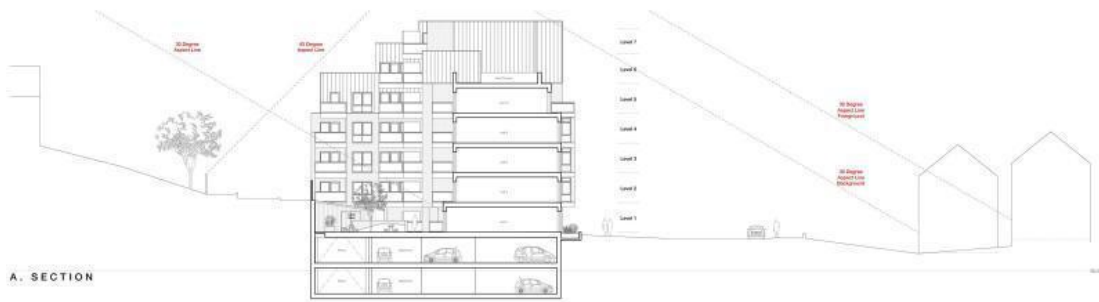
Proposed fifth floor plan



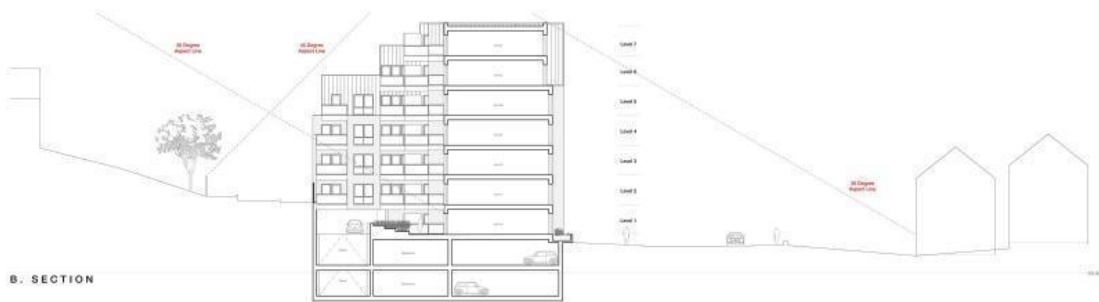
Proposed north elevation



Proposed west elevation

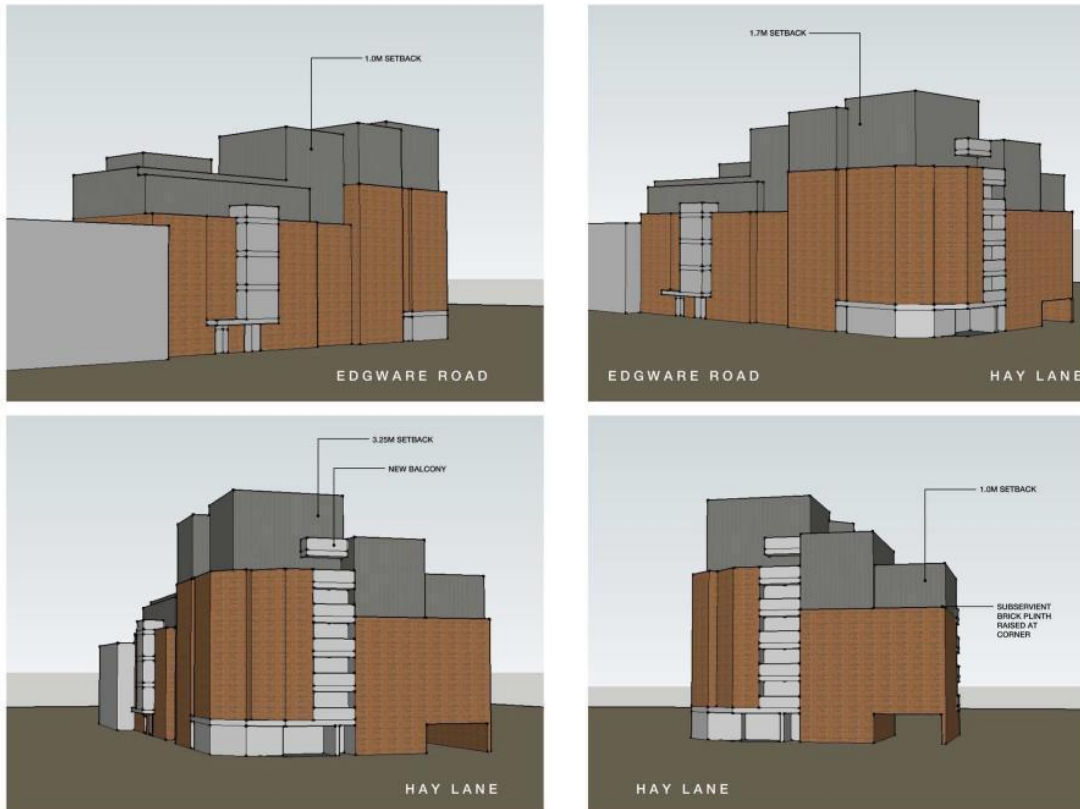


A. SECTION



B. SECTION

Proposed sections



Massing model

RECOMMENDATIONS

That planning permission is refused for the reasons set out in the draft decision notice.

A) PROPOSAL

Demolition of existing four storey building used as offices (Use class B1) and adult learning centre (Use class D1) and erection of part 5, 6 and 7 storey building providing 43 residential units (20 x 1bed, 13 x 2bed and 10 x 3bed) and office space (Use class B1) on the ground floor with associated basement level car parking, cycle parking spaces, alterations to existing vehicular crossover, landscaping and amenity space

B) EXISTING

The application site comprises Kennedy House (also known as Watling Gate) located on the corner of Edgware Road and Hay Lane. The site contains a part 3 part 4 storey building with basement car park that was originally built for 6 business units falling in use class B1. Some of the units have since been subdivided into smaller units and part of the building has changed to an Adult Learning College (use class D1) - see planning history below.

D) SUMMARY OF KEY ISSUES

The key issues for consideration are as follows:

Principle of development: The development proposes a residential led mixed use scheme and results in the loss of an employment use (offices). The submission fails to demonstrate that there is no reasonable prospect of the site being used for employment use.

Design and Scale of development: Whilst the general scale of the development is appropriate for its context, there are concerns with the quality of the design and massing of the building.

Transportation: The scheme provides 53 car parking spaces, which is considered an acceptable level of car parking for this scheme. Sufficient cycle parking is provided together with storage for refuse. Concerns have however been raised regarding the layout of the basement car park and safe access for both vehicles and pedestrians.

Quality of the proposed residential accommodation: The proposal accords with the London Plan

standards for residential floorspace. However, the overall quality of residential accommodation is not considered to be sufficient due to concerns regarding the quality of the communal amenity space, disabled access and access to the communal bin store.

Impact on neighbouring occupiers: The proposal is considered to maintain acceptable levels of amenity for existing residential occupiers.

E) MONITORING

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

Floorspace Breakdown

Primary Use	Existing	Retained	Lost	New	Net Gain (sqm)
Businesses and offices	2833	69	2764	0	-2764
Dwelling houses	0	0	0	5134	5134
Non-residential institutions	237	0	237	0	-237

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats ú Market)										
PROPOSED (Flats ú Market)	20	13	10							43

RELEVANT SITE HISTORY

Relevant planning history

15/1667: Prior approval for change of use of Units 3 to 5 from office (Use Class B1) to residential (Use Class C3) involving the creation of 14 residential units (7 x 2bed and 7 x 3bed) - Prior approval required and Granted, 18/06/2015.

15/1666: Prior approval for change of use of Unit 2 from office (Use Class B1) to residential (Use Class C3) involving the creation of 3 residential units (3 x 2bed) - Prior approval required and Granted, 18/06/2015.

15/0381: Full Planning Permission sought for Demolition of existing four storey building used as offices (Use class B1) and adult learning centre (Use class D1) and erection of part 3, 5, 6 and 7 storey building providing 49 residential units (22 x 1bed, 17 x 2bed and 10 x 3bed) with associated basement level car and cycle parking space, alterations to existing vehicular crossover, landscaping and amenity space - Withdrawn, 15/04/2015.

14/4417: Prior approval for change of use from offices (Use Class B1) to residential (Use Class C3) involving the creation of 25 residential units (11 x 1bed and 14 x 2bed) - Prior approval required and refused, and unlawful, 31/12/2014.

10/1373: Change of use from office (Use Class B1) to an adult learning centre (Use Class D1) at 1 & 2 Watling Gate - Granted, 19/08/2014.

88/1396: Full Planning Permission sought for demolition of existing buildings and formation of basement car park, erection of 6 part 3/storey of part 4/storey business units (use class B1) - Granted, 02/11/1989.

CONSULTATIONS

Initial Consultation letters (207) sent out on 24/09/2015 - 15/10/2015

Site Notice Displayed on 30/09/2015 - 21/10/2015

Application advertised in the press on 01/10/2015 - 22/10/2015

Re-consultation letters sent out on 08/03/2016 -29/03/2016 and 17/03/2016 - 07/04/2016

Public Consultation

Three objections received on the following grounds:

- Scale and proportions of the building out of character with the street
- Loss of privacy to neighbouring occupiers.
- Loss of natural light to neighbouring occupiers
- Housing will not be priced at affordable rates so will not need meets of people on low incomes
- Consideration needs to be given to construction vehicles including loading and unloading of materials/goods and construction worker parking. They should not park on neighbouring residential streets.
- Construction hours needs to be controlled
- Insufficient parking in the area to accommodate the new residents. Parking problems already exist in the area as a result of the Ford garage
- Structural damage to neighbouring properties during the construction works
- House prices affected by the development

Internal consultation

Transportation - Initial comments: Raised concern with overspilling parking on Hay Lane and the need to provide sufficient off street parking with the development.

Comments on revised proposals: The number of parking spaces is acceptable. However, concern is raised regarding the revised layout of the car park and associated accesses.

Landscape Team - External amenity space needs to be usable and meet SPG17 requirements.

Design Team - The proposal is considered to be of poor design that fails to take opportunities available for improving character and quality of an area. Concerns are raised with the bulk, scale and mass of the building.

Environmental Health - no objections raised subject to conditions being secured on contaminated land, air quality and noise.

POLICY CONSIDERATIONS

National policy guidance

National Planning Policy Framework 2012

This sets out 12 core planning principles, of which the following are relevant. Planning should:

- be genuinely plan-led, empowering local people to shape their surroundings;
- proactively drive and support sustainable economic development to deliver the homes, infrastructure and thriving local places.
- always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change, and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources (for example, by the development of renewable energy);
- contribute to conserving and enhancing the natural environment and reducing pollution. Allocations of land for development should prefer land of lesser environmental value, where consistent with other policies in this Framework;
- encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions (such as for wildlife, recreation, flood risk mitigation, carbon storage, or food production); and
- actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;

Regional policy guidance

Document Imaged

Minor Alterations to the London Plan (dated March 2015)

The London Plan is the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London to 2031. London boroughs' local plans need to be in general conformity with the London Plan, and its policies guide decisions on planning applications.

Chapter 3 - London's People

Policy 3.3: Increasing Housing Supply
Policy 3.4: Optimising Housing Potential
Policy 3.5: Quality and Design of Housing Development
Policy 3.6: Children and Young People's Play and Informal Recreation Facilities
Policy 3.8: Housing Choice
Policy 3.9: Mixed and Balanced Communities
Policy 3.10: Definition of Affordable Housing
Policy 3.11: Affordable Housing Targets
Policy 3.12: Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes

Chapter 4 - London's Economy

Policy 4.2: Offices

Chapter 5 - London's Response to Climate Change

Policy 5.2: Minimising Carbon Dioxide Emissions
Policy 5.3: Sustainable Design and Construction
Policy 5.6: Decentralised Energy in Development Proposals
Policy 5.7: Renewable Energy
Policy 5.9: Overheating and Cooling
Policy 5.13: Sustainable Drainage

Chapter 6 - London's Transport

Policy 6.3: Assessing Effects of Development on Transport Capacity
Policy 6.5: Funding Crossrail and other strategically important transport infrastructure
Policy 6.7: Better streets and surface transport
Policy 6.9: Cycling
Policy 6.11: Smoothing Traffic Flow and Tackling Congestion
Policy 6.13: Parking

Chapter 7 - London's Living Places and Spaces

Policy 7.2: An Inclusive Environment
Policy 7.3: Designing Out Crime
Policy 7.4: Local Character
Policy 7.5: Public Realm
Policy 7.6: Architecture
Policy 7.14: Improving Air Quality
Policy 7.15: Reducing Noise and Enhancing Soundscapes
Policy 7.19: Biodiversity and Access to Nature

Chapter 8 - Implementation, Monitoring and Review

Policy 8.3: Community Infrastructure Levy

Local policy guidance

Brent's Core Strategy 2010

The Council's Core Strategy was adopted by the Council on 12th July 2010. As such the policies within the Core Strategy hold considerable weight. The relevant policies for this application include:

CP1: Spatial Development Strategy
CP2: Population and Housing Growth
CP19: Brent Strategic Climate Change Mitigation and Adaption Measures
CP21: A Balanced Housing Stock

Brent's Unitary Development Plan 2004

In addition to the Core Strategy, there are a number of policies which have been saved within the Unitary Development Plan (UDP), which was formally adopted on 15 January 2004. The saved policies will continue to be relevant until new policy in the Local Development Framework is adopted and, therefore, supersedes it. The relevant policies for this application include:

Built Environment

BE2: Townscape - Local Context & Character
BE3: Urban Structure - Space & Movement
BE4: Access for Disabled People
BE5: Urban Clarity & Safety
BE6: Public Realm - Landscape Design
BE7: Public Realm - Streetscape
BE8: Lighting & Light Pollution
BE9: Architectural Quality
BE11: Intensive and Mixed Use Developments
BE12: Sustainable Design Principles
BE17: Building Services Equipment

Environmental Protection

EP2: Noise & Vibration
EP3: Local Air Quality Management
EP4: Potentially Polluting Development
EP6: Contaminated Land
EP14: New Energy, Renewable Energy and Fuel Storage Development
EP15: Infrastructure

Housing

H12: Residential Quality - Layout Considerations
H13: Residential Density

Employment

EMP17: Reuse of Redundant Offices

Transport

TRN3: Environmental Impact of Traffic
TRN4: Measures to make Transport Impact Acceptable
TRN10: Walkable Environments
TRN11: The London Cycle Network
TRN22: Parking Standards - Non Residential Developments
TRN23: Parking Standards - Residential Developments
TRN34: Servicing in New Developments
TRN35: Transport Access for Disabled People and Others with Mobility Difficulties

Supplementary Planning Guidance and Design Guides

Mayor's Housing SPG, November 2012
Housing Standards Policy Transition Statement (May 2015)
S106 Planning Obligations SPD, July 2013
Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001
The Burnt Oak, Colindale and the Hyde Placemaking Plan (2014)

DETAILED CONSIDERATIONS

Introduction

1. The proposed development would involve the demolition of the existing buildings and the redevelopment of the site to provide a part 5, 6 and 7 storey building providing 43 residential units (21 x 1bed, 12 x 2bed and 10 x 3bed) and office space (Use class B1) on the ground floor with associated basement level car parking, cycle parking spaces, alterations to existing vehicular crossover, landscaping and amenity space.
2. The main planning considerations of the application are set out below:
 - Whether the loss of the purpose built office building and its redevelopment to provide a mixed use residential led development can be supported.
 - Whether the design and layout of the scheme is acceptable
 - Whether an appropriate amount of affordable housing has been provided
 - Whether the proposed residential units provide an acceptable quality of residential accommodation and amenity for future occupiers.
 - Whether the buildings would have an acceptable impact on the amenity of adjoining residents
 - Whether the proposed development would have an acceptable impact on local highways and parking condition
3. The above is a summary of the main planning considerations to be taken into account when assessing the current proposal. The application should be determined in accordance with the development plan and any other material planning considerations.

Loss of purpose built office building and education use and its replacement with a residential led mixed use development

4. The existing building was constructed around 1989 for office accommodation. Part of the building was granted planning consent for a change of use to an adult learning centre (use class D1). The remainder of the building remains in office use. This was confirmed through a number of site visits being carried out by your officers as part of the assessment of the prior approval applications to change the office spaces into residential flats.
5. Policy EMP17 of Brent's UDP supports the redevelopment of redundant purpose built office buildings outside designated employment sites, for appropriate alternative uses including residential use. The NPPF specifies that applications for alternative uses should be treated on their merits where there is no reasonable prospect of the site being used for the allocated employment use. As the building is not redundant, and only a small office area is being re-provided on the ground floor (68.4sqm), your officers have requested further information on the details of the length of the leases with each unit and whether provision has been made to relocate them elsewhere. In response the agent has advised that the office space is currently underlet and generally on short term licences which is the best the applicant can secure in the current market place given the type of accommodation being offered. They advise that businesses now want better quality office accommodation in more central locations and this type of office space is often referred to as tertiary by agents.
6. Officers in the Policy Team have advised that The Brent Employment Land Demand Study (ELDS) (2015) identifies a net additional demand for approximately 32,600m² to 52,350m² of B1a floorspace in Brent up to 2029. This is due to the positive demand trend in the wider Property Market Area, and also taking account of the major regeneration initiatives in Wembley and Old Oak Common and Park Royal Opportunity Areas. The study therefore recommends that to ensure this demand is met, only poor office stock should be released if there is a lack of market demand as evidenced through a period of at least 24 months of active marketing for employment uses at realistic market rates. This is consistent with the policy approach in saved UDP Policy EMP 17 reuse of redundant office floorspace, which promotes the redevelopment of redundant office floorspace. It also accords with the managed approach to the release of employment land as set in paragraph 22 of the National Planning Policy Framework. The agent has indicated the office space is partly let. No marketing information has been provided. On the basis of the information provided it has not been demonstrated that there is a lack of demand for on going office use, therefore the scheme is contrary to saved UDP policy EMP 17 and the NPPF.
7. Permission was granted for one of the units for adult educational purposes in 2010. It is specified within the submission that this consent was not implemented. However, signage was attached to the windows

of the building for a Training business and internet searches suggest that an educational use was present in the building. Policy CP 23 of the Brent LDF Core Strategy looks to resist the loss of community and cultural uses unless it has been demonstrated that there is no demand for such uses in the locality. Whilst information has not been provided, this change is likely to have been implemented recently and as such, it is considered that the absence of information regarding the availability of community facilities in the locality warrants the refusal of planning permission.

Design, Scale and Massing

8. The new building is proposed at four to seven storeys high. The lower floors of the building are proposed in brick with the upper floors in a cladded material. The two wings of the building next to No. 289 Edgware Road and along the service access road on Hay Lane are at the lower scale (four/five storeys in height) and the building steps up to seven storeys along the corner with the junction of Edgware Road and Hay Lane. This is to provide a focal point on this busy corner junction.
9. Whilst there is not an objection in principle to a building of this scale in this location, there are significant concerns with the quality of the design and detailing within the building. Paragraph 64 of the NPPF mentions that permission should be refused for development of poor design that fails to take opportunities available for improving character and quality of an area".
10. The applicant has advised within the Design and Access Statement that reference has been taken to the emerging context along Edgware Road which includes Zenith House development (located with LB Barnet) that has a predominantly brick built building at the lower floors, cladded projecting balconies and set back upper floors in cladded material.
11. Throughout the pre-application discussions for this application, officers expressed the need for the top floors (cladded element) to be sufficiently set back from the brick floors below. Whilst set backs have partly been provided for the upper floor elements, the set back is marginal and there is no coherent approach to the set backs throughout the building as seen at Zenith House.
12. The lower brick work elements have vertical emphasis to them and this not reflected in the set back upper floors. This is considered to result in a incongruous relationship between the brick work and cladded elements, and when considered together with the insufficient set back, the upper floors fail to sufficiently break up the massing of the building.
13. It is also noted that the building has sought to provide feature within the building such as the elements which are marked with "Kennedy House" that are completed in brick with no set back together with projecting balconies on Edgware Road. Where such focal features are proposed, they are normally designed to provide focal points to key elements within the scheme such as the entrances to the building. In this case, the projecting balconies on Edgware Road are placed directly below the bin store rather than the entrance and the two "Kennedy House" features do not contain entrances to the building at the ground level. This is considered to represent another poor design solution, due to the internal layout of the building.
14. Finally, the entrances to the building are small with only a set of double doors, and are smaller in proportion to the windows within the building. Indeed, the ones on Edgware Road are smaller than the bin store. Entrances to the building should read as prominent and legible features when viewed from the street. The entrances within this scheme have failed to respond accordingly to this design principle.
15. There is an incoherence in the design, detailing and massing of the building which fails to sufficiently break down the visual mass of the building or result in a building which contributes positively to the streetscene. The proposed building is considered to be detrimental to the character of the area and the streetscene.

Density

16. London Plan Policy 3.4 'Optimising Housing Potential' states that development should optimise housing output for different types of location within the relevant density range shown in Table 3.2, taking into account local context and character, design principles and public transport capacity. This site is located within PTAL 3 and is considered to be within an urban location rather than a suburban location given its proximity to Edgware Road and the surrounding mix of uses. As such table 3.2 sets a guideline of up to 200-450 habitable rooms per hectare.
17. The density of the proposed scheme is 1341 habitable rooms per hectare significantly exceeds the

density matrix. Whilst higher density developments are supported in principle along major routes, the scheme is still required to provide a high quality development taking into account factors such as high quality living environment for occupiers, adequate provision of amenity and play space, an appropriate level of affordable housing, good mix of unit sizes, high quality design, and addressing any transport and climate change issues. It is considered that the proposed development does not achieve this, and that it fails to demonstrate that this level of density is justified in this location.

Affordable Housing

18. Policy CP2 of Brent's Core Strategy requires 50% of new homes within the Borough to be affordable. This is in line with the London Plan. Policy 3.12 of the London Plan requires the maximum reasonable amount of affordable housing to be sought on private schemes. The application is accompanied by a viability assessment which concludes that the scheme can not deliver any affordable units.
19. Officers have instructed an independent assessor to undertake an Appraisal of the Viability Assessment. They have recommended that the scheme is not currently viable to deliver any affordable housing. However, it is recommended that an appropriate financial review mechanism is secured on an open book basis for providing an off site contribution towards affordable housing provision following completion of the development should market conditions improve. It is recommended that this is secured as part of the Section 106 Agreement in the event that planning consent was forthcoming.

Quality of proposed accommodation

Size and mix of units

20. The application proposes a total of 43 residential units. As discussed above all units will be private. A breakdown of the unit mix is set out below:
 - 21 x one bedroom units (49%) - 21
 - 12 x two bedroom units (28%) - 24
 - 10 x three bedroom units (23%) - 30
21. Policy CP21 of Brent's Core Strategy seeks an appropriate mix of unit sizes within a scheme including a proportion of 25% of units to be three bedrooms or more. In this case, a total of 23% of units are proposed as family sized units (three bedrooms or more). Whilst the scheme falls short of the target of 25%, your officers are of the opinion that this shortfall is marginal and can be supported in this case.
22. The London Plan requires residential units to provide the following internal floor space standards:
 - 1 bed 2 person - 50sqm
 - 2 bed 3 person - 61sqm
 - 3 bed 4 person - 74sqm
23. Further guidance on the internal room sizes within the residential units are set out in the Mayor's Housing Policy Transition Statement that states that a minimum area of 7.5sqm should be provided for a single bedroom and 11.5sqm for a twin/double bedroom.
24. All units within the scheme meet or exceed the minimum internal floor space standards and internal bedroom room sizes as set out in the London Plan.

Outlook and privacy

25. The majority of units are dual aspect and where there are single aspect units these do not face in a northerly direction. The overall level of outlook is considered acceptable meeting the objectives of policy BE9 of Brent's UDP 2004.
26. The units have been designed to not overlook one another. The ground floor units have 2m deep planters along the frontage to prevent direct overlooking from the habitable room windows to the pavement on Edgware Road. Landscape buffers are also provided to the rear of these units to prevent direct overlooking from the communal garden.

Wheelchair units and lifetime homes

27. Four units within the scheme are proposed to be designed as wheelchair housing, accounting for 9.3% of units. Policy CP21 of Brent's Core Strategy requires 10% of units be wheelchair accessible. All of the wheelchair units are located on the ground floor. Your officers have concerns with the access arrangements to two of these units, where access is provided next to the car park entrance. This arrangement is considered to be poor, whereby wheelchair units have to access this entrance along Hay Lane which is a steep hill to an poorly located access that is tucked into the site of the building.
28. The Design and Access Statement suggests that there is an additional wheelchair accessible unit at first floor level, although this is not shown on the plans. In the event that planning consent was forthcoming, a condition would be recommended to provide five wheelchair accessible units to meet the requirements of policy CP21.
29. All homes will be built to lifetime home standards, meeting London Plan requirements and policy CP21 of Brent's Core Strategy.

External amenity space

30. SPG17 requires all flats to have a minimum of 20sqm of external amenity space. This scheme requires a total of 860sqm for external amenity space based on the 43 units.
31. This scheme proposes a number of measures to provide external amenity space, including private balconies/terraces and winter gardens, a communal garden at ground level and communal roof gardens at level 6. The balconies/terraces meet or exceed London Plan requirements but the overall amount of external amenity space is around 740sqm which falls significantly under the requirements of SPG17. Furthermore, no details on how the communal roof gardens will be designed have been provided within the application, to understand how they will contribute towards the overall provision of external amenity space
32. Consideration also needs to be given to the quality of the proposed external amenity space. The communal garden will be enclosed by the retaining wall to the service yard to the rear. The height of this wall is 3.12m with an additional boundary fence to the rear service yard at 2m high (overall height of 5.12m). Given that the width of this space is around 7.1m wide, it is considered that the quality of the environment for future residential occupiers will be poor and severely enclosed. This impact is made worse by the limited amount of sunlight to this space, which will be screened for the majority of the day by the snooker hall to the south
33. Overall, it is considered that the quantity and quality of external amenity space is substandard and represents a poor quality of accommodation for the proposed occupiers, and an overdevelopment of the site.

Children's play space

34. London Plan Policy 3.6 'Children and Young People's Play and Informal Recreation Facilities' requires development proposals to provide suitable provision for play and recreation. Further details are set out in the Mayor's SPG 'Shaping Neighbourhoods: Play and Informal Recreation', which sets a bench mark of 10sqm is usable child play space to be provided per child, with under-five child play space provided on site.
35. This scheme produced a child yield of 5 children, requiring 47sqm of play space. This amount of playspace could be incorporated into the design of the communal amenity area at ground level, and conditioned to any forthcoming consent.

Impact on neighbouring occupiers

Privacy

36. To ensure that the neighbouring properties do not experience a loss of privacy SPG17 requires new developments to provide a distance of 10m from rear habitable room windows to the site boundary, 5m from flank wall (secondary) habitable room windows to the site boundary and 1m for obscured glazed windows to the site boundary. A distance of 20m is required between directly facing habitable room windows.

37. To the west of the application are site are residential properties and rear gardens on The Ridgeway. A rear service yard separates these properties from the application site. The properties on The Ridgeway are at a higher ground level to the application site.
38. The main section of the new building maintains a distance of 11m to the site boundary with the rear service yard. A distance of over 10m is therefore maintained to the rear gardens of the properties on The Ridgeway and an overall distance of over 40m to the rear elevation of the properties on The Ridgeway.
39. Units 20, 25, 35 which are located along the western end arm of the building facing onto Hay Lane do contain a flank wall window that serves as the sole access to the bedroom. Taking to account the rear service yard, a distance of around 11.5m is maintained to the boundary with the residential rear gardens on The Ridgeway.
40. It is noted that there are a number of balconies and roof terraces along the western end of the boundary. As discussed above, a distance of over 10m will be maintained to the boundary with residential gardens, but a condition could be secured to any forthcoming planning consent requiring details of screening along the western boundary of these amenity areas.

Overshadowing and overbearing

41. SPG17 sets out general guidance for the massing of new buildings, to ensure they do not have an overbearing impact on the neighbouring properties and avoid unnecessary overshadowing. In general, the building envelope should be set below a line of 30 degrees from the nearest rear habitable-room window of adjoining existing properties, measured from height of 2m above floor level. SPG17 goes onto say that where proposed development adjoins private amenity/garden area, then the height of the new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of 2m.
42. In this case the development sits within 30 degree line from rear habitable rooms windows to the residential properties on The Ridgeway. It also sits within 45 degree line when measured from the neighbouring rear garden on The Ridgeway.
43. The plans show that the new building does not breach a line drawn at 45 degrees from the middle of the nearest habitable room window at No. 295 Edgware Road. This will ensure that it does not appear overbearing from this property.

Transportation considerations

44. This site is located on the southwestern corner of the priority junction of Edgware Road (a London distributor road) and Hay Lane (a local access road and bus route). There are two service roads to the rear of the site - a private road leading to the rear of No. 259 and an adopted service road extending south to Wakemans Hill Avenue.
45. On-street parking and loading along both the Edgware Road and Hay Lane frontages of the site are prohibited at all times, due to the site's proximity to the junction of the two roads. Hay Lane is not noted at Appendix TRN3 of the adopted UDP 2004 as a heavily parked street and this is reconfirmed by the most recent overnight parking surveys from 2013.
46. The site has moderate access to public transport services (PTAL 3) with five bus services within 640 metres (8 minutes' walk), but no railway or underground station nearby.

Car parking, consideration of overspill parking

47. The proposal will result in a ground floor office use class B1 (68.4m²) and parking standards PS2 will be applied which allows one space for any units below the minimum floor space threshold of 150m², giving a total of 1 parking spaces and a 'transit' sized servicing bay. Parking for the office can be dovetailed between the employees of the office and residents. Servicing requirements for the office can be carried out on the nearby proposed lay-by.
48. The parking allowance permitted under PS14 for residential uses is 1 space per 1 bedroom flat, 1.2 spaces per 2 bedroom flat and 1.6 spaces per 3 bedroom flat. Therefore the proposed 43 residential units will have a total parking allowance of 51.6 spaces.

49. The scheme originally proposed a total of 28 spaces within the basement, including 5 disabled parking spaces. This was raised as a significant concern by officers, due to the impact of overspill parking. An increase in on-street parking on Edgware Road could not be supported as this is a major London distributor road, while Hay Lane is also a bus route. With the site located at the junction of the two roads, on-street parking along the site frontage is heavily restricted. This raised concerns over the level of parking proposed for the development and the impact that overspill parking would have on the free and safe flow of traffic.
50. To address the above concern, the plans have been amended to include a double height basement with a total of 53 car parking bays. 9 of these spaces have been widened to accommodate disabled access.
51. 20% of the proposed parking spaces have been provided with electric vehicle charging points, with another 20% shown with passive provision for electric vehicle charging, in line with requirements.
52. Officers in Transportation have reviewed the car park layout and have advised that there are some concerns with the spaces adjacent to the ramp, for example space number 23 and 26, and whether there is sufficient visibility for these vehicles to manoeuvre without conflict from vehicles coming round the corner on the ramp. There is also concern for pedestrian conflict by the access to the lift and stairs whereby the vehicles appear to overrun the pedestrian footway. This is not acceptable and safe pedestrian movement in the car park should be provided.

Access

53. With regards to the access/egress onto Hay Lane, the crossover will be moved slightly and widened to 5.5m and the automated gates will be set back 4.8, which will allow vehicles to wait within the site and therefore not obstructing the footway whilst waiting for the gate to open.
54. The basement ramp is proposed to measure 4.8m in width plus 300mm margin, which is sufficient to allow cars to pass one another in comfort along its length without vehicles reversing bay out onto Hay Lane and causing obstruction on the highway. The gradient of the ramp is shown at 12.5%, with no easing prior to meeting the highway boundary. This is not acceptable and gives rise to a risk of vehicles grounding as they enter the site. The gradient therefore needs to be eased to 5% for a distance of at least 4m from the back of the Hay Lane footway.
55. The access is protected by double yellow lines on either side, so visibility splays are maintained when leaving the site and the access width is sufficient to provide reasonable pedestrian visibility splays.
56. Pedestrian accesses into the building are taken directly from the adjoining highways. Whilst this arrangement is acceptable in principle, there are a number of concern with the quality of the pedestrian accesses as discussed above.

Travel Plan

57. Although the development is reasonably modest and so falls below TfL's threshold for a Travel Plan, a Travel Plan has nevertheless been submitted. This has been assessed by officers in Transportation. but did not score a pass rating using TfL's ATTrBuTE programme. Major omissions include setting of targets over a three and five year period or confirmation of that the monitoring of targets will comply with a standardised approach.
58. The travel plan intends to promote cycling and walking by providing residents with cycle parking spaces and information on walking routes. They also intend to provide car club membership offers as there is a zip car facility within 300m of the site however sufficient details/explanation has not been provided. A previous application suggested a 25 year membership and in addition to this, the site has not provided a car club bay which would further encourage use of a car club membership.
59. The residents will receive a travel pack on occupation of a unit and noticeboard will be provided for information. It also states that a travel plan co-ordinator will be appointed one month after occupation although details of responsibility and funding have been provided.
60. It is suggested that a revised Travel Plan, of sufficient quality to score a PASS rating using TfL's ATTrBuTE programme (or any replacement thereof) be secured by way of a Section 106 in the event that this planning permission was forthcoming.

Cycle parking

61. A total of 44 cycle spaces have been proposed on the ground floor. 1 cycle space per unit should be provided and therefore the 44 spaces do meet the requirement for the proposed 43 flats.

Refuse facilities

62. There is one communal refuse storage facility at ground level. It contains capacity for 9 x 1100 litre bins.

63. Refuse facilities requirements are set out in the "Household Waste Collection Strategy 2010 - 2014". This requires a scheme of this size and mix to provide 4500l of capacity for residual waste, 4500l of capacity for dry recycling and 989l for dry organics. The proposed provision is in compliance with the requirements.

64. Consideration also needs to be given to the distance from the bin store to the entrance of residential entrance and the carrying distances for the waste contractor. A distance of no more than 30m should be provided from residential entrances to the bin store (excluding vertical distances). In this case, a large number of the units including two disabled units at ground level) are more than 30m away from the bin store. Such an arrangement is considered unacceptable, resulting in a poor quality of accommodation.

65. The bin store is less than 10m from the new lay by sited on Edgware Road. This meets collection requirements. In the event that the kerb needs to be dropped, this could be secured as part of any highway works secured as part of a Section 106 Agreement.

Construction Traffic and Deliveries

66. Details of construction traffic have not been provided. To minimise the impact of construction traffic and deliveries upon the local area it is recommended that a detailed Construction Management Plan is conditioned to any forthcoming consent.

Sustainability

67. Achieving sustainable development is essential to climate change mitigation and adaptation. The most recent relevant policy framework includes Brent's adopted Core Strategy 2010 policy CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures and the GLA's London Plan 2011 policies within Chapter Five London's Response to Climate Change.

Compliance with Brent policies

68. Brent's Core Strategy 2010 requires commercial units to achieve BREEAM 'Excellent'. In this instance, the proposal involves only a small commercial unit, accounting for 68.4sqm. Given it is such a small floor area, it is not considered reasonable in this instance to achieve BREEAM 'Excellent' for the commercial floorspace

Compliance with London Plan

69. The scheme includes measures to minimise the impact of this proposal on, and mitigate for the effects of, climate change and your officers consider the proposal to be in accordance with the energy hierarchy as required by London Plan 2011 policy 5.2 Minimising carbon dioxide emissions part (a): (i) be lean: use less energy; (ii) be clean: supply energy efficiently; (iii) be green: use renewable energy.

70. The application is supported by an Energy Strategy. In summary, the proposal meets the criteria of London Plan policy 5.2 for 35% improvement on Part L 2013 Building Regulations. A total reduction of 35.1% is proposed.

- Lean measures

71. In terms of passive design features and demand reduction measures are proposed to reduce the carbon emissions of the proposed development. This includes wall, floor, roof and window u-values exceeding building regulation requirements, air permeability exceeding building regulation requirements, energy efficiency lighting and combi gas boilers.

72. The applicant has advised that the water efficiency standard for the scheme will not exceed 105 litres per person per day.

- Clean measures

73. CHP has not been deemed a viable option due to it not being efficient for development that have less than 100 flats. This is because there is not enough of a constant load as a result of intermittent demand.

- Green measures

74. The scheme is proposes PV panels, which will be located at roof level.

75. Taking into account the lean and green measures, the scheme will achieve a 35.21% improvement on Part L of 2013 Building Regulations. This is recommended to be secured as part of the Section 106 Agreement in the event that consent was forthcoming.

Flood Risk and Surface Water Drainage

76. The site is located within Flood Zone 1 and therefore at low risk of flooding. It is also not located within a Critical Drainage Area.

77. The site is currently 100% impermeable but provision will be made to reduce surface water run-off. The Local Lead Flood Officer has advised that they would like to see a controlled discharge rate not to exceed 5 l/s. This will need to be provided through adequate storage on-site. The agent has advised that they accept that adequate attenuation and storage will need to be provided on-site to limit the controlled rate to not exceed 5 l/s. The run off would be controlled via a combination of roof attenuation and storage chambers. Such details are recommended to be conditioned as a pre-commencement condition to any forthcoming planning consent.

Environmental considerations

Contaminated Land

78. A contamination Assessment Report has been submitted. Officers in Environmental Health have reviewed this report and recommend that further investigation/assessment is required together with any remedial works proposed to be completed and verified. Conditions to secure these requirements are recommended to be conditioned to any forthcoming consent.

Air Quality

79. The site is located within an Air Quality Management Area (AQMA) which is identified as an area of existing poor air quality. Policy 2.9 of the London Plan requires development proposals to be at least "air quality neutral" and not lead to further deterioration of existing poor air quality.

80. The application is accompanied by an air quality assessment report. Officers in Environmental Health have reviewed this report and are satisfied with the findings and conclusions.

81. Officers in Environmental Health have requested for construction phase duct and noise to be managed. This will form part of the construction management plan to any forthcoming consent.

Noise

82. A noise assessment has been submitted. The assessment recognises the guidance on sound insulation and the recommendations provided within BS8233:2014 for indoor noise levels. The report concludes that the windows will require acoustic treatment. Glazing specifications are provided. The assessment also recommends the use of acoustic ventilators to obtain the required sound insulation levels. Officers in Environmental Health have advised that such measures are considered acceptable, and that a condition should be secured to any forthcoming consent requiring the applicant to demonstrate post construction, that the required standards have been met.

Response to objections raised

Point of objection	Response
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Scale and proportions of the building out of character with the street	The scale and design of the building has been considered within paragraphs 8 to 15
Loss of privacy to neighbouring occupiers	This has been considered within paragraphs 36 to 40
Loss of natural light to neighbouring occupiers	This has been considered within paragraphs 41 to 43
Housing will not be priced at affordable rates so will not need meets of people on low incomes	Consideration of affordable housing has been discussed within paragraphs 18 to 19
Consideration needs to be given to construction vehicles including loading and unloading of materials/goods and construction worker parking. They should not park on neighbouring residential streets.	These matters will be considered through a construction management plan which would be conditioned to any forthcoming consent.
Construction hours needs to be controlled	Construction hours are controlled through Environmental Health legislation which restricts construction hours to 08.00 to 18.00 Mondays to Fridays, 08.00 to 13.00 Saturdays and at no times on Sundays or Bank Holidays.
Insufficient parking in the area to accommodate the new residents. Parking problems already exist in the area as a result of the Ford garage	The number of parking spaces within the scheme has been increased from to address concerns regarding overspill parking. This is discussed within paragraphs 47 to 52
Structural damage to neighbouring properties during the construction works	This matter is considered through building regulations rather than planning legislation.
House prices affected by the development	This is not a planning related matter so can not be considered as part of the assessment of the application.

Conclusions

83. The application proposes the redevelopment of the site to provide a mixed use residential led development. The scheme is considered unacceptable for a number of reasons including its poor quality design that fails to contribute positively to the street scape, the poor disabled access arrangements and access to the bin store, and poor quality environment within the communal amenity space. The layout of the basement car park is also of concern as it has failed to demonstrate that safe vehicle and pedestrian access arrangements have been provided.

In light of the above, your officers recommend that the application is refused. The reasons for refusal will also need to include the measures set out within the heads of terms of the legal agreement.

S106 DETAILS

This application is recommended for refusal. However, in the event that planning consent was forthcoming, the application requires a Section 106 Agreement, in order to secure the following:-

1. Payment of the Council's legal and other professional costs in a) preparing and completing the agreement and b) monitoring and enforcing its performance
2. The incorporation of an Affordable Housing review mechanism to re-test the viability of the development and secure a contribution towards off-site affordable housing if scheme viability improves
3. A detailed 'Sustainability Implementation Strategy' shall be submitted to the Local Planning Authority and

approved in writing prior to Material Start of the development hereby approved. This shall demonstrate:

- a. How the scheme will achieve a minimum CO2 reduction of 35 % from 2013 TER (regulated) or other such revised measures as approved by the Council which achieve the same levels of CO2 reduction
 - b. The applicant shall implement the approved Sustainability Implementation Strategy and shall thereafter retain those measures.
4. On completion, independent evidence shall be submitted on the scheme as built, to verify the achievement of the above Sustainability Implementation Strategy
5. If the evidence of the above reviews shows that any of these sustainability measures have not been implemented within the development, then the following will accordingly be required:
 - a. The submission and approval in writing by the Local Planning Authority of measures to remedy the omission; or, if this is not feasible,
 - b. The submission and approval in writing by the Local Planning Authority of acceptable compensatory measures on site; or otherwise pay to the Council a sum equivalent to the cost of the omitted measures to be agreed by the Local Planning Authority, to be used by the Council to secure sustainability measures on other sites in the Borough.
6. Highway works to be undertaken at the developer's expense under S278 of the Highways Act to include the provision of a lay-by on Edgware Road, alterations to the vehicular access to the site and associated works to the footway;
7. Training and employment
 - a. To prepare and gain approval of a Employment Enterprise and Training Plan prior to commencement and to implement the Plan
 - b. To offer an interview to any job applicant who is a resident in Brent and meets the minimum criteria for the job
 - c. To use reasonable endeavours to: achieve 1 in 10 of the projected construction jobs to be held by Brent residents and for every 1 in 100 construction jobs to provide paid training for a previously unemployed Brent resident or Brent school leaver for at least 6 months
 - d. From material start, to provide monthly verification of the number of Brent Residents employed or provided training during construction and if the above targets are not being met, to implement measures to achieve them
 - e. Prior to occupation, verify to the Council the number of Brent Residents employed during construction and unemployed/school leavers who received training.
8. Join and adhere to the Considerate Contractors Scheme.
9. Submission and approval of residential Travel Plan prior to first occupation of the residential units.

CIL DETAILS

This application is liable to pay **£607,997.48*** under the Community Infrastructure Levy (CIL).

We calculated this figure from the following information:

Total amount of eligible** floorspace which on completion is to be demolished (E): 3070 sq. m.

Total amount of floorspace on completion (G): 5203 sq. m.

Use	Floorspace on completion (Gr)	Eligible* retained floorspace (Kr)	Net area chargeable at rate R (A)	Rate R: Brent multiplier used	Rate R: Mayoral multiplier used	Brent sub-total	Mayoral sub-total
Businesses and offices	69		28.2869498 366327	£40.00	£35.15	£1,384.04	£1,216.23
Dwelling houses	5134		2104.71305 016337	£200.00	£35.15	£514,903.01	£90,494.20

BCIS figure for year in which the charging schedule took effect (Ic)	224	224
BCIS figure for year in which the planning permission was granted (Ip)	274	
Total chargeable amount	£516,287.05	£91,710.43

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

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

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

DRAFT DECISION NOTICE



Brent

DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

DECISION NOTICE – REFUSAL

Application No: 15/3639

To: Mr Gilbert
Churchill Hui Architects
Grosvenor House
4-7 Station Road
Sunbury
Middlesex
TW16 6SB

I refer to your application dated 20/08/2015 proposing the following:
Demolition of existing four storey building used as offices (Use class B1) and adult learning centre (Use class D1) and erection of part 5, 6 and 7 storey building providing 43 residential units (21 x 1bed, 12 x 2bed and 10 x 3bed) and office space (Use class B1) on the ground floor with associated basement level car parking, cycle parking spaces, alterations to existing vehicular crossover, landscaping and amenity space and accompanied by plans or documents listed here:

5475 P500 - Location Plan

5475 EX2 101 - Existing Basement Floor Plan

5475 EX2 102 - Existing Upper Ground Floor Plan

5475 EX2 103 - Existing First Floor Plan

5475 EX2 104 - Existing Second Floor Plan

5475 EX2 105 - Existing Third Floor Plan

5475 EX3 101 - Existing Site Elevation North East

5475 EX3 102 - Existing Site Elevation North West

5475 EX3 103 - Existing Site Elevation South West

5475 EX3 104 - Existing Site Elevation South East

5475 P501 Rev A - Site Layout & Roof Plan

5475 P502 Rev A - Contextual Elevations

5475 P503 Rev A - Contextual Sections

5475 P504 Rev A - Floor Plan Basement (Level 0)

5475 P505 Rev A - Floor Plan Ground Floor (Level 1)

5475 P506 - Floor Plan First Floor (Level 2)

5475 P507 - Floor Plan Second & Third Floors (Levels 3-4)

5475 P508 - Floor Plan Fourth Floor (Level 5)

5475 P509 Rev A - Floor Plan Fifth Floor (Level 6)

5475 P510 Rev A - Floor Plan Sixth Floor (Level 7)

5475 P511 Rev A - Roof Plan

Accompanying documents

Environmental Noise Report - prepared by Sharps Redmore Acoustic Consultants

Travel Plan prepared by TTP Consulting

Residential Travel Plan prepared by TTP Consulting

Car Park Amendments prepared by TTP Consulting

Contaminated Land Risk Assessment - Phase 1 Desk Top Study prepared by Soil Environment Services Ltd with Appendix A and B

Air Quality Assessment prepared by Air Quality Consultants

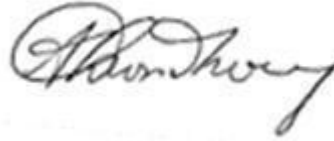
Energy Statement prepared by energy test

Sustainable Drainage Assessment prepared by Fairhurst Consulting Engineers

Summary of Compliance Criteria for Building Regulation Part G prepared by energy test
at All Units, Watling Gate, Edgware Road, Kingsbury, London, NW9 6NB
The Council of the London Borough of Brent, the Local Planning Authority, hereby REFUSE permission for
the reasons set out on the attached Schedule B.

Date:

Signature:



Mr Aktar Choudhury
Operational Director, Regeneration

Note

Your attention is drawn to Schedule A of this notice which sets out the rights of applicants who are aggrieved
by the decisions of the Local Planning Authority.

DnStdR

PROACTIVE WORKING STATEMENT

- 1 To assist applicants the Local Planning Authority has produced policies and written guidance, all of which is available on the Council's website and offers a pre planning application advice service. The scheme does not comply with guidance, nor has it fully addressed the comments provided during pre application discussions.

REASONS

- 1 The proposed development, by reason of its design and massing, would appear unduly prominent and out of character in the street scene and in the wider locality. The poor quality design lacks coherence within the street frontages, fails to sufficiently break down the visual mass of the building and fails to include sufficiently legible entrances. As a result, the proposal fails to comply with the National Planning Policy Framework 2012; Policies 7.2 and 7.6 of the London Plan 2015 and Policies BE2, BE9, H12, H13 and TRN10 of Brent's Unitary Development Plan 2004; and Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001.
- 2 The proposal fails to demonstrate that there is no reasonable prospect for the re-use of the employment (office) use within the site and as such results in an unacceptable loss of employment floorspace within the Borough. This is contrary to saved policy EMP17 of Brent's adopted Unitary Development Plan 2004 and Paragraph 22 of the National Planning Policy Framework 2012.
- 3 The proposed car parking and associated internal vehicular access, by reason of the proximity to the spaces adjacent to the ramp, and pedestrian access arrangements to the lift and stairs, fails to provide safe vehicle and pedestrian movement within the car park. This is contrary to policies TRN10 and TRN23 of Brent's UDP 2004.
- 4 The proposal fails to provide an acceptable level of accommodation for future occupiers by reason of the:
 - Poor disabled access arrangements to the building via the side entrance next to the car park entrance on Hay Lane;
 - Excessive distance for a number of units from the communal bin store; and
 - Poor quality communal garden at ground level that is severely enclosed with limited access to natural light.As such, the proposal is contrary to policies 3.5 and 7.2 of the London Plan 2015, policies BE9, H12 and TRN10 of Brent's UDP 2004, and the guidance set out in Supplementary Planning Guidance No. 17 "Design Guide for New Development", Government's Technical Housing Standards (March 2015), and Mayor's Housing SPG
- 5 In the absence of a legal agreement, the development would not secure sustainability measures, job & training opportunities for local residents, adherence to the Considerate Contractors Scheme, a Travel Plan and highway improvement works. As a result, the proposal fails to comply with the National Planning Policy Framework 2012; Policies 4.1, 5.2, 5.3, 5.6, 5.7, 5.9, and 5.13 of the London Plan 2015; Policies CP19 of Brent's Core Strategy 2010; Policies EP2, EP14, TRN3, TRN4, TRN23, and TRN34 of Brent's Unitary Development Plan 2004; Supplementary Planning Guidance 17 "Design Guide for New Development", October 2001; S106 Planning Obligations SPD, July 2013.
- 6 In the absence of a legal agreement to control the matter, the proposed development does not provide sufficient affordable housing on site through the incorporation of a review mechanism for scheme viability and associated contributions towards off-site provision if viable. This is contrary to policies 3.10, 3.11 and 3.12 of the London Plan (Consolidated with alterations since

2011) and policies CP2 and CP21 of Brent's adopted Core Strategy 2010 and the National Planning Policy Framework.

Any person wishing to inspect the above papers should contact Victoria McDonagh, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5337