

PRE-APPLICATION REPORT TO COMMITTEE

Planning Committee on 9 October 2017
Item No
Case Number 17/1116/PRE

SITE INFORMATION

RECEIVED: 24 July 2017

WARD: Wembley Central

LOCATION: Wembley Youth Centre and former Dennis Jackson Centre,
London Road, Wembley, HA9 7EU

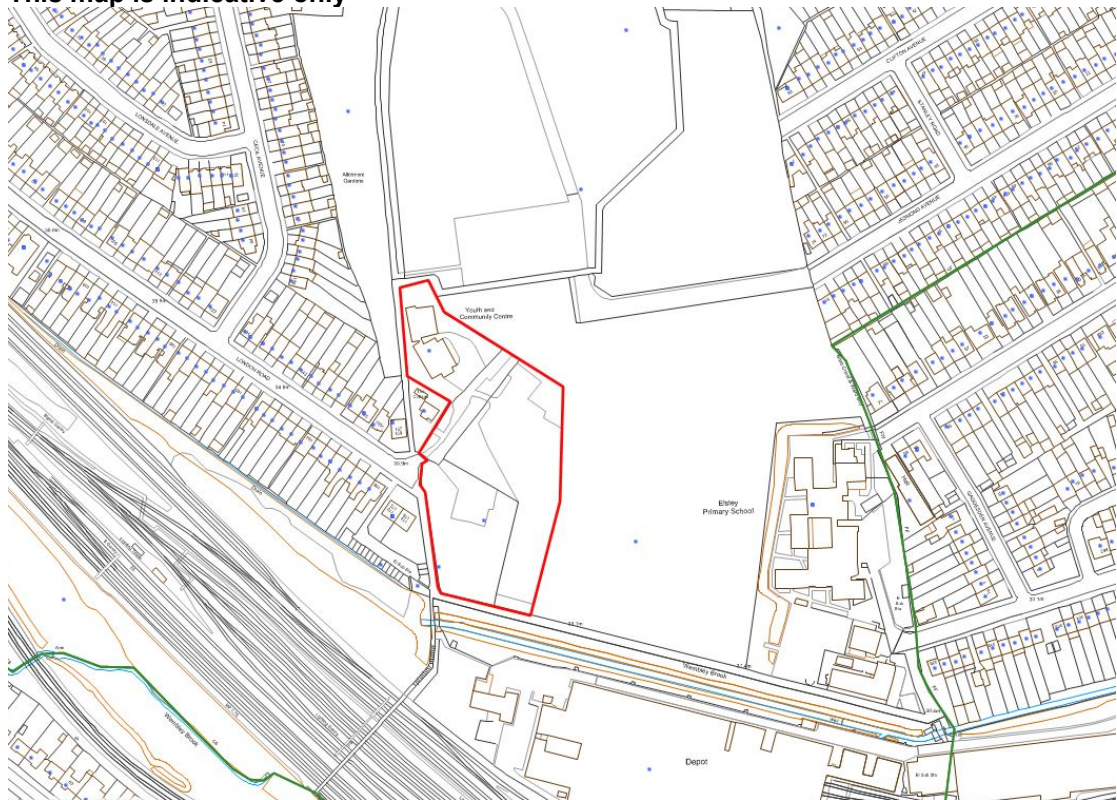
SCHEME: Proposed demolition of existing community centre and proposed erection of three buildings ranging in height from 3- to 6-storeys containing 150 residential units (including private, temporary and NAIL tenure housing), including a replacement community centre.

APPLICANT: PRP Architects

CONTACT: Mr Chawala

PLAN NOS: Various – within the pre-application presentation

SITE MAP
This map is indicative only



DEVELOPMENT DETAILS

Ref: 17/1116/PRE

Location: Wembley Youth Centre and former Dennis Jackson Centre, London Road, Wembley, HA9 7EU

Ward: Wembley Central

Description: Proposed demolition of existing community centre and proposed erection of three buildings ranging in height from 3- to 6-storeys containing 150 residential units (including private, temporary and NAIL tenure housing), including a replacement community centre.

Applicant: Brent Council

Agent: PRP Architects

Case Officer: Toby Huntingford (North Team)

BACKGROUND

1. This pre-application submission for a new mixed use development is being presented to enable Members of the committee to view it before any subsequent applications are submitted and to comment upon it. The development does not constitute an application for planning permission and any comments made upon it are provisional and subject to full consideration of any subsequent revised application and the comments received as a result of consultation, publicity and notification.
2. This is the first time the proposals shown within this submission have been presented to Members.

PROPOSAL and LOCATION

Proposal

3. The application will seek approval of the new development which proposes the demolition of an existing community centre and replacement with three buildings containing a total of 150 residential units together with a re-provided community centre.

Proposed uses

4. The development proposes 150 new flats situated within three buildings that extend to heights of between three and six storeys. The development is located at the end of London Road, on a large tract of existing hardstanding on the edge of playing fields. 366 sqm of community centre (Use Class D1) space is proposed to be provided within the ground floor of one of the buildings.

Proposed residential mix

5. The following residential mix is proposed:

Permanent Residential Units (92)

Private Market Housing (76% of total):

4 x 1 bed

57 x 2 bed

9 x 3 bed

NAIL Housing (24% of total) (Affordable Rented supported living accommodation):

13 x studio

9 x 1 bed

Temporary Accommodation (68)

40 x 1 bed / 2 bed interchangeable units (may be 1 or 2 bed depending on need)

18 x 2 bed / 3 bed interchangeable units (may be 2 or 3 bed depending on need)

Car parking and cycle storage

6. A total of 66 off-street parking spaces are shown within the site, accessed via two new cul-de-sacs of 5m-6m width plus footways of 1.2m minimum width from the end of London Road. Turning heads are shown at the end of each cul-de-sac. Bicycle stores are proposed within the private housing and temporary housing blocks.

Site and Surroundings

7. The site forms a large tract of land, almost one hectare in size. The land is to the west of a suburban residential district formed around London Road and Cecil Avenue. The land is immediately to the east and north is the Ark Elvin school playing fields. The site's present uses include the Wembley Youth Centre on its northern side and the vacant Dennis Jackson Centre on its southern side. It also includes an area of tarmac land that is currently used for parking. This formed a part of the playing fields until around 10 years ago when it was fenced off and covered in asphalt as a part of the previous proposals to re-develop the Copland School site. It is understood that it has not been used as part of the playing fields since then. While the current proposals are being prepared by the Council, the works to asphalt and fence off this area were undertaken by the developer who, at that stage, was looking to re-develop Copland School and provide housing on the northern part of the site pursuant to a 2002 planning consent (now expired).
8. The site is immediately to the north of the Wembley Brook watercourse, which separates the subject site from the railway to the south. The land surrounding the brook is designated as a wildlife corridor as well as a Site in Nature Conservation (SINC).

Planning History

9. There is no relevant planning history for this site.

CONSULTATION

10. In accordance with the National Planning Policy Framework and Brent's Statement of Community Involvement the developer is required to engage with the local community whilst developing their proposals for the site. No details on such consultation have yet been provided, however this will be expected as part of a full application.
11. The proposals to date have been subject to internal consultation with the Council's Planning Policy department, Transport officer, Regulatory Services and Urban Design officer.
12. The following will be consulted regarding any subsequent planning application:

Consultee:-

(Internal)

- Ward Councillors for Wembley Central (Brent)
- Environmental Health (Brent)
- Lead Local Flood Authority (Brent)

(External)

- Secure by Design Officer (Met Police)

- Thames Water
- Greater London Authority (GLA) (if 150 new homes or more)
- Transport for London (TfL)
- All existing properties and addresses within at least 100m of the application site.

(N.B. This is not a final list and is subject to further review/change should any formal planning application be submitted)

Please note that the application requires consultation with the GLA since it meets the Mayor's criteria for referable applications (150 units+). If the proposal were for 149 or fewer units, it would not require referral to the GLA which may result in a quicker application process. The GLA would provide formal comments to the Council and the applicant and may have additional requirements beyond that of the Council.

POLICY CONTEXT

- The National Planning Policy Framework (NPPF) 2012.
- National Technical Housing Standards
- London Plan consolidated with alterations since 2011 (March 2016)
- Mayor's Housing SPG
- Development Management Policies, London Borough of Brent (2016) – adopted 21 November 2016
- London Borough of Brent LDF Core Strategy 2010
- Supplementary Planning Guidance 17 'Design Guide for New Development' (2002)
- Draft Supplementary Planning Document 1 'Design Guide for New Development' (2017)

MATERIAL PLANNING CONSIDERATIONS

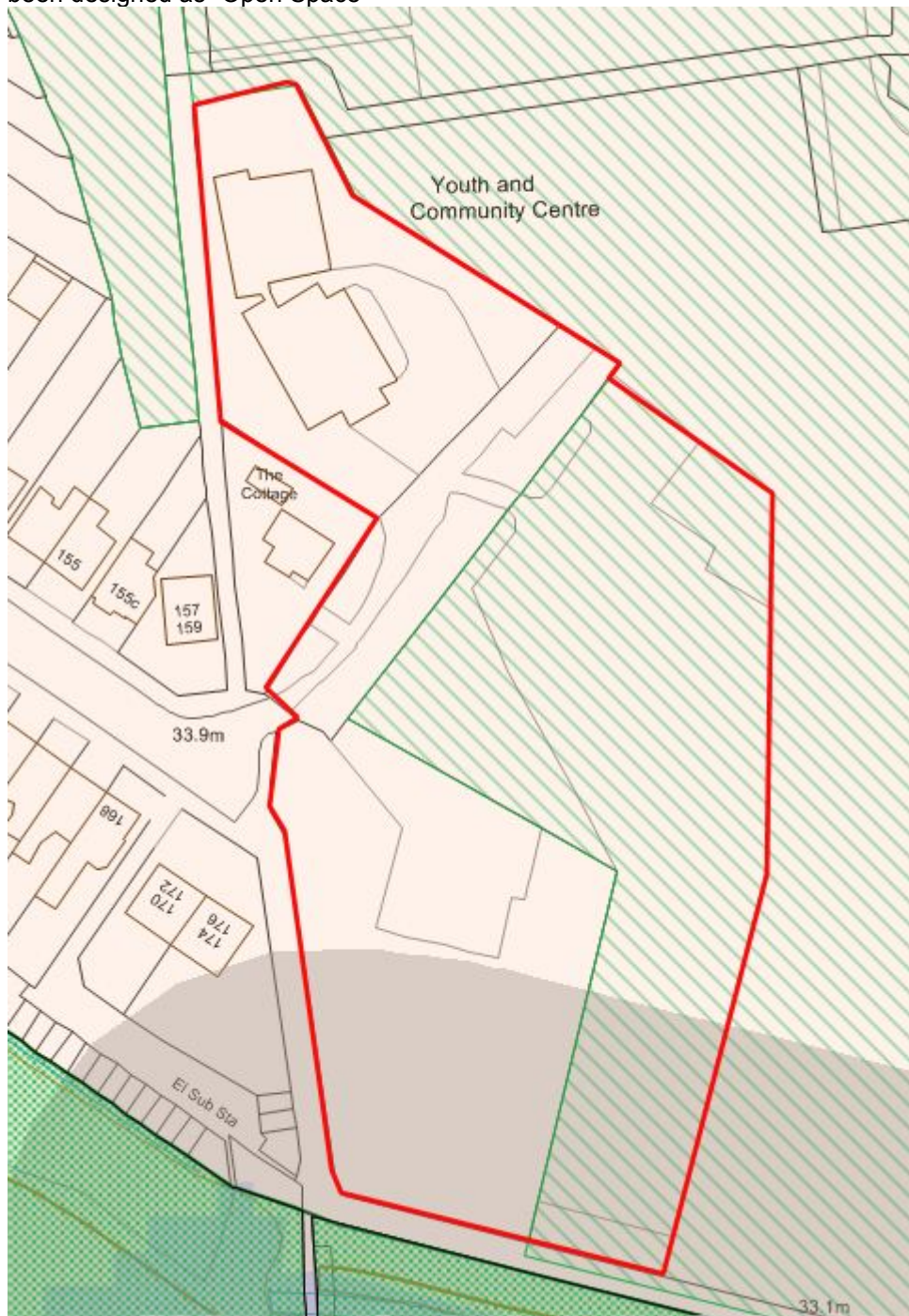
13. The main issues relevant to this proposal that the Committee should be aware of at this stage are:
 1. Principle of use and development
 2. Housing tenure and mix, including Affordable Housing
 3. Design, layout, height and massing of the development within its local context
 4. Impact on amenities of neighbouring properties
 5. Quality of residential accommodation
 6. Transport
 7. Trees, landscaping, ecology and biodiversity
 8. Air Quality and land contamination

Issue 1

Principle of development

14. The site is not within the Wembley Growth Area or the Wembley Housing Zone and it does not form a part of a site allocation. The site of the Wembley Youth Centre and former Denis Jackson Centre carry no formal specific designations. However, the tarmac land that once formed a part of the school playing fields is included within the area designated as "Open Space" within the Proposals Map.

Extract of the Proposals Map showing the subject site and the hatched area which has been designed as "Open Space"



15. Policy CP18 of the Brent Core Strategy sets out that open space of local value "*will be protected from inappropriate development and will be preserved for the benefit, enjoyment, health and well being of Brent's residents, visitors and wildlife.*" This space carries this designation. However, the physical works to change this area to a tarmac parking area were undertaken well in excess of four years ago, and it appears likely that the land may have been used for non-open space purposes for a period of around 10 years. As such, it appears likely that both the physical works and the use of the asphalt land are lawful (in planning terms) and that the proposal would not result in the loss of open space.
16. The proposal would include the demolition of the existing Wembley Youth Centre. The loss of community and cultural facilities is addressed through Brent Policy CP23 which

sets out that “existing community and cultural facilities, that support community participation and development will be protected, or their loss mitigated where necessary”. The proposal includes the provision of a new community facility (366 sqm) to mitigate the loss of the existing community facility. Details have not been provided regarding the size of the existing Wembley Community Centre. This information would be required to assess whether the proposal is sufficient to mitigate the loss.

17. The site adjoins a residential area and there is an identified and significant need for new homes in Brent. The proposed provision of housing in addition to the community uses discussed above is considered to accord with the Council's policies.

Issue 2

Housing tenure and mix, including Affordable Housing

18. The proposal includes the provision of private for-sale homes, Affordable Rented homes for supported living as a part of the NAIL programme and temporary accommodation for those waiting to be housed by the Council.

	Studio	1-bed	2-bed	3-bed	Total
Private		4	57	9	70
NAIL assisted living Affordable Rent	13	9			22
Temporary Accommodation		40	18		58
Total	13	53	75	9	150

19. The Affordable Rented accommodation is proposed to be provide as assisted living accommodation for elderly people. Communal facilities are proposed within the building to serve the self-contained residential units, including a dining area, office, meeting/staff room and a buggy store. Communal seating and storage areas are proposed on each floor. The housing mix is skewed toward smaller units. However, this is to reflect need for this type accommodation. There is significant need for this type of accommodation within the borough.
20. A total of 58 units of temporary accommodation are proposed for homeless people who are on the Council's housing lists and are awaiting the allocation/availability of permanent accommodation. These are shown as a mix of 1-bedroom and 2-bedroom self-contained units. However, the units have separate kitchens and they have been designed to allow the use of the living room as a bedroom if required. The quality of accommodation is discussed below. Supporting information has not been provided with this pre-application submission to demonstrate the need for this temporary accommodation. However, such evidence has been provided to support other similar proposals elsewhere, showing that the need is indeed significant within the borough. The planning application would need to be supported by such information to demonstrate that the proposal will meet an identified need. However, it is considered likely that this can be demonstrated.
21. Policy CP21 of Brent's Core Strategy 2010 sets out that 25% of the new homes in the borough should be family sized (with three bedrooms or more). If the temporary accommodation and the assisted living units are omitted from this consideration (given that they are intended to meet a specific demand), 12.9 % of the proposal units are family sized. This is below the 25 % level specified within this policy.
22. London Plan policy 3.12 requires borough's to seek the maximum reasonable amount of affordable housing, taking account of a range of factors including local and regional requirements, the need to encourage rather than restrain development and viability. The policy requires boroughs to take account of economic viability when negotiating on affordable housing, and other individual circumstances.
23. Adopted Brent policy DMP 15 confirms the Brent Core Strategy target (policy CP2) that 50% of all new homes in the borough should be affordable, subject to scheme viability.

The maximum reasonable amount will be sought on sites capable of providing 10 units or more. 70% of new affordable housing should be social/affordable rented housing and 30% intermediate housing at affordability levels meeting local needs. Where a reduction to affordable housing obligations is sought on economic viability grounds, developers should provide a viability appraisal to demonstrate that schemes are maximising affordable housing output.

24. London Plan policy 3.12 says that the maximum reasonable amount of affordable housing should be sought when negotiating on schemes and that negotiation on sites should take account of their individual circumstances including development viability.
25. Both the NAIL accommodation and the temporary accommodation can be treated as Affordable Rented Housing providing they accord with the definitions for Affordable Housing as set out within the National Planning Policy Framework. This includes the ownership of the units, the rent level, the means by which nominations for occupancy are secured and the duration of the tenure.
26. If the NAIL and temporary accommodation accords with these requirements, then the scheme will deliver 53 % Affordable Housing and will therefore accord with the Council's target for Affordable Housing. The submission of a Financial Viability Assessment would not be required in this instance.
27. All of the Affordable Housing that is proposed is likely to be Affordable Rented accommodation, which does not accord with the Council's target ratio of 70:30 Affordable Rent : Intermediate. However, there is a known and significant need for the types of accommodation that are proposed and the need for Affordable Rented Accommodation within the borough is greater than that for Intermediate accommodation.

Issue 3

Design, layout, height and massing of the development within its local context

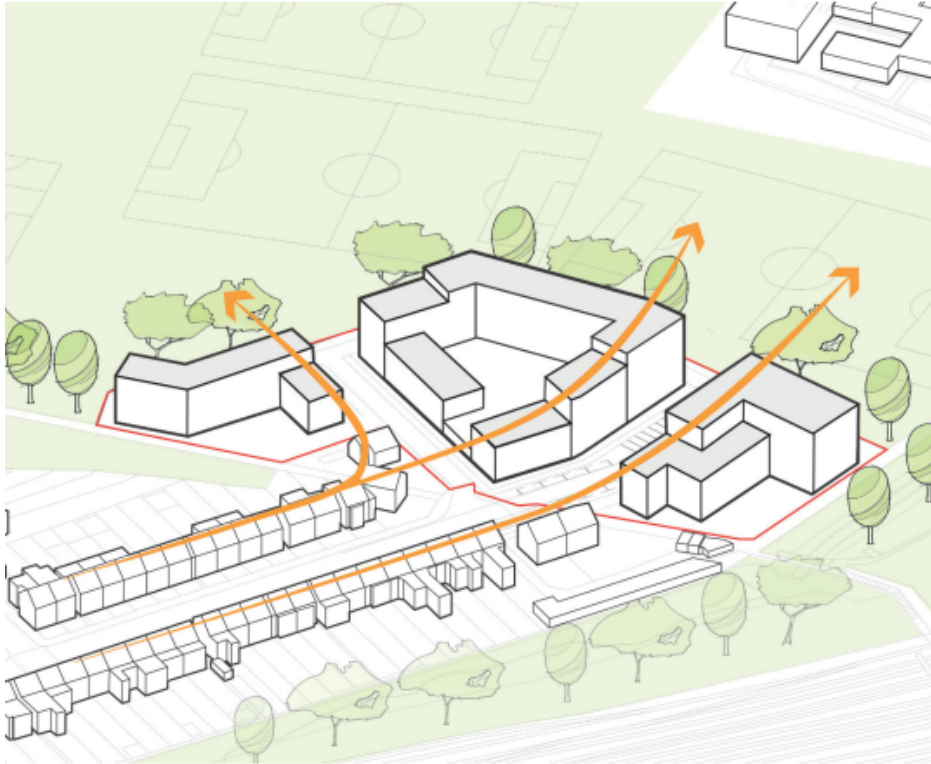
28. The development is proposed to be based around two new cul-de-sacs, which the Council would seek for adoption once built. One highway would form a continuation of London Road and terminate at a new public entrance to the playing fields, the other highway would spur off from the continued London Road to the north and would serve the NAIL accommodation block. The private housing block would sit on the corner of these two new highways, whilst the sheltered accommodation block would sit to the south of the continued London Road.
29. The applicant would seek to provide off-street parking along the cul-de-sacs and also proposes to activate the highway frontages with individual front doors to ground floor units. The NAIL Accommodation and sheltered accommodation are located in broadly L shaped buildings to the north and south of the site respectively. The private accommodation is located in a broadly circular block in the middle of the site. All of the buildings have a gradient approach to their height, with lower massing on the parts nearest London Road and higher massing on the park edges.
30. The private block has a parking podium on its ground floor, which is enclosed and surrounded by the residential block itself. Atop the podium sits a large communal central garden at first floor level. With the exception of the ground floor flats, all units will overlook this communal garden space at the rear.



Layout of site including accesses to building

31. Private amenity spaces are only to be provided for the private blocks, with the other tenure blocks relying on separate communal gardens located immediately adjacent to each block.
32. The temporary accommodation within the southernmost block will include a ground floor community centre on one of its corners.
33. The proposed buildings are three-storey in height where they are situated close to the adjoining suburban dwellings, rising to 6-storeys in height adjacent to the playing fields.
34. The scheme looks to mediate the difference in scale between the existing two-storey houses (with pitched roofs) within London Road and this scheme through the use of lower (three-storey) buildings adjacent to the current end of London Road. However, the proposed building heights rise to six storeys on the edge of the playing fields.

35. There are a number of tall buildings within Wembley. However, these are located either along the High Road or near to the Stadium, where the character of the area is very different. The subject site adjoins and will form a part of a suburban context, with the adjoining buildings very much low in scale and suburban. Careful consideration must be given to the form of development within the site and how this relates to its context. Despite the sympathetic treatment of the elements of building adjacent to the existing dwelling, the proposed buildings are significantly greater in scale than those within the adjoining part of London Road.



Above: Approach to massing



Above: View from London Road



View looking north within the development



View looking across the school planning field

36. The plans submitted thus far do not provide detail on visual design and architecture, which is not unusual at this stage of the pre-application process. It is expected that any design put forward would provide an appropriate, visually appealing design with effectively articulated facades and high quality materials. A brick, drawing from local brick usage, would be advisable as a good base material to provide a strong residential character.

Issue 4

Impact on amenities of neighbouring properties

37. It will be necessary for the application to demonstrate the potential impacts of the development having regard to the guidance provided within Brent's SPG17. Weight must now also be given to the guidance within the draft Supplementary Planning Document 1, which is soon to be adopted by the planning department in place of SPG17.
38. The amenity impact considerations require that all primary habitable room windows within the property are at least 10m from the boundary with another private property, except where the view on to that property would be to a part of the property which

would serve as low value amenity space (e.g. the side access around a house). All secondary habitable room windows and non-habitable room windows should be obscure glazed if they cannot achieve this standard too. Furthermore, the proposed habitable room windows should achieve a full 18m of separation from the habitable room windows of other properties (apart from street facing windows). These standards are in the interests of protecting the privacy of neighbouring occupiers.

39. In the interests of protecting existing properties from overshadowing and losses of light, all buildings proposed should sit underneath a 45 degree line drawn from a 2m height at the nearest edge of the property (including rear garden boundaries) towards the proposed buildings. The proposed buildings should also sit underneath a 30 degree line drawn from a 2m height at the nearest habitable room windows within neighbouring properties. Appropriate elevations should be provided demonstrating that these relationships are achieved. In the event that these relationships cannot be achieved, a full test of daylight and sunlight impact on surrounding properties should be provided. This daylight and sunlight testing should be carried out in accordance with BRE standards and will be assessed by your officers for consideration of whether the overall impact is acceptable.
40. The plans provided appear to show significant distances between most of the proposed buildings and the existing nearby dwellings and their gardens. This level of separation may be sufficient to address all concerns regarding amenity impact, however the distances and 45/30 degree angle relationships should be clearly demonstrated for the purposes of a full planning application. However, appears likely that the western end of the temporary accommodation block may fail to accord with the 45 degree line from the adjoining residential garden and amendments to this block may be required.

Issue 5

Quality of residential accommodation

41. All residential units will need to be compliant with London Plan space standards, and the Part M2 criteria in relation to accessible and adaptable housing, expressed in the nationally prescribed optional housing standards. The accommodation is proposed to meet London Plan floorspace standards, with the potential exception being the temporary accommodation which is discussed in more detail below.
42. The most notable concern about the quality of accommodation proposed is the single aspect units which will be provided on the ground floor of the private block, adjacent to the parking area that is under the podium garden, which have a sole aspect close to north with no defensible space between those units and the adjoining footway. Two of the units of temporary accommodation also have a similar design, together with one of the units of NAIL accommodation. The design and layout of these units will need to be amended to ensure a good standard of residential accommodation.
43. It will be important to consider how the accommodation is stacked. In many instances, flat layouts are replicated which results in rooms of similar types being stacked above and below each other. However, there are some instances where living rooms are above bedrooms and details would need to be provided to show how potential noise transfer will be addressed.
44. The London Plan requires residential developments to provide no more than eight flats per core per floor. This policy is in the interests of encouraging community cohesion and allowing close neighbours to develop a sense of familiarity with one another. The private block is served by two cores which provide access to fourteen units per floor. The applicant is therefore advised to partition off the communal access corridors into two so that each core serves no more than 8 flats each, thus complying with London Plan requirements. Unless fully justified, each core should be provided with two lifts, to ensure that lift access remains likely in the event of one

breaking down, however if the partition between corridors is utilised to provide emergency access only, the two cores can provide lift access for the other in the event of a breakdown, which would be an acceptable arrangement.

45. The circular style accommodation within the private units have the potential to overlook each other with separation distances at the narrow end less than 18 m. However, habitable accommodation primarily faces out from the block to address this.
46. Brent's SPG17 guidance (and soon to be adopted SPD1 guidance) requires residential flats to provide 20sqm of amenity space. Ideally this would be provided on a private basis, however the limitations of flatted development are acknowledged and communal amenity space will be accepted to make up for a shortfall. Sole reliance on amenity space for a flat will generally not be supported and is considered to offer a poor standard of accommodation which would require thorough justification in order to be accepted. Balconies provided which form the private accommodation for flats should be at least 5sqm in size and 1.5m in depth. The overall amenity space provision (private and communal together) should achieve at least 20sqm on average. The submission shows the private units to have balconies of approximately 6.5 sqm, exceeding the minimum size. In addition to this, a 980 sqm (approx.) communal courtyard garden is proposed which equates to approximately 14 sqm of communal space per private unit. As such, the scheme will meet the standards for amenity space for the private units.
47. The NAIL and temporary accommodations are proposed without private amenity spaces for individual flats. In the context of the temporary accommodation, this is acceptable as it is not likely that the flats will be lived in for extended periods of time. The NAIL accommodation is more permanent accommodation, but is intended to be restricted in its type of occupation. A communal garden adjacent to the building is proposed. The submission should demonstrate that the level of communal space is appropriate for the proposed type of accommodation.
48. The temporary accommodation is proposed as adaptable accommodation, with some flats capable of being reconfigured for different occupancies. The flats meet the London Plan floorspace standards for the base unit type (either 1-bedroom 2-person or 2-bedroom 3-person dwellings). However, the units have been designed with separation kitchens to allow over occupation if necessary (whereby the living room may be used as a bedroom). If occupied in this way, the units would be used as smallscale HMOs within Use Class C4 as the occupancy levels would not exceed 6. The kitchens in many instances do not benefit from natural light or outlook. This would not normally be considered to be acceptable for permanent. However, given the proposed temporary nature of the accommodation (whereby residents are not intended be placed in the accommodation for longer than 6 months), this is not considered to result in a poor standard of accommodation. It is recommended that the building is constructed so that the dividing walls (between the kitchens and living rooms) are not structural so that they can be easily removed should the units no longer be required as temporary accommodation. This would result in the units meeting the floorspace standards.
49. The temporary accommodation block has a communal garden 340 sqm in size. This equates to around 5.8 sqm per unit which is well below Brent Policy minimum levels. However, given the temporary nature of the accommodation, this is not considered to result in a poor standard of accommodation. If the block is used as permanent accommodation at a later stage, additional amenity space may need to be provided which could be implemented through the use of balconies or roof terraces.

Issue 6

Transport

50. The site is the former community centre and youth club at the southern end of London Road. Between them, the two sites formerly had off-street parking for about 25 cars combined, accessed via a shared 3-3.5m wide driveway and crossover from

the end of London Road. There are public footpaths and cycle paths alongside the western and southern boundaries of the site.

51. The site is located within a CPZ operating between 8am-6.30pm Mondays to Saturdays (midnight on Wembley Stadium event days). London Road is not noted as being heavily parked at night, although parking during CPZ hours is prohibited along the site frontage in order to keep the turning head at the end of London Road clear. The site entrance has a PTAL rating of 3 (moderate).
52. A total of 66 off-street parking spaces are shown within the site, accessed via two new cul-de-sacs of 5m-6m width plus footways of 1.2m minimum width from the end of London Road. Hammerheads for turning are shown at the end of each cul-de-sac. Bicycle stores are proposed within the private housing and temporary housing blocks. As the site does not have good access to public transport services, the higher residential parking allowance applies. The private housing block is therefore permitted up to 71 car parking spaces under both options. For the NAIL block and the temporary housing, up to one space per ten beds is permitted, giving a further allowance of nine spaces. Up to 80 spaces are therefore allowed in total and the proposed provision of 66 spaces accords with maximum allowances.
53. At least 10% of spaces need to be widened and marked for disabled persons and in particular, consideration needs to be given to the disabled parking requirements for the NAIL accommodation. The client base may also warrant provision of an ambulance bay in the vicinity of that block.
54. Bicycle parking for 132 bikes is required for private housing Block B and a storage area for 160 bikes is indicated, which is fine. For the temporary accommodation in Block C, a total of 76 bike spaces are required and a storage area for 72 bikes is shown – 4 more spaces are therefore required. Bicycle parking is also sought for the NAIL block, as well as four bike spaces in the streetscape for the use of visitors.
55. In terms of the road layout, the Council would wish to see the access roads and turning heads adopted under a S38 Agreement, so as to provide a turning facility at the end of London Road. This will allow the existing turning head to be reduced in size to form a standard T-junction, with 4m kerb radii on either side, thus allowing the footway to be extended at the end of public footpath no. 87. A junction table should also be constructed at the site entrance under a S278 Agreement, as this will provide a level platform for use by pedestrians and cyclists crossing London Road between the two footpaths on either side of the site entrance.
56. In order to maximise the accessibility of the northern end of the site, a footpath/cyclepath link is also sought directly from the site to the recently diverted footpath along the site's northern boundary.
57. The roads themselves should have a minimum width of 5.5m with the footways measuring at least 2m. This applies in particular to the northern spur road towards Block A and a number of the parallel parking spaces along this road may need to be removed to accommodate suitable wide footways, whilst the road may need to be realigned.
58. For the eastern spur in front of Block C, any parallel parking bays along the road need to be adjacent to the carriageway, with the footways passing behind, rather than being set behind the footway as shown. Radius kerbs rather than squared off kerbs are required at the turning head.
59. Finally, the layout of the undercroft parking in Block B is very inefficient, with two aisles to serve the spaces and this could be amended to provide a more efficient layout with a more desirable ratio of parking space to circulation space.

Issue 7 Trees, landscaping, ecology and biodiversity

60. The site is immediately to the north of the Wembley Brook watercourse, which separates the subject site from the railway to the south. The land surrounding the brook is designated as a wildlife corridor as well as a Site in Nature Conservation (SINC). The proximity of these ecosystems raises concerns about the potential for harm to come to them during construction process and the potential disturbance by those living in the proposed development. It will therefore be necessary for the applicant to submit ecological studies to consider the biodiversity and ecological values of this particular site and also to demonstrate how harm to the wildlife corridor and SINC will be prevented.
61. The subject site contains some trees and an arboricultural report will be required to support the application demonstrating which trees are to be retained and which will be lost and replaced. The site layout plans indicate the provision of a number of new trees within the scheme. However, little information has been provided at this stage.

Issue 8 Sustainability, air quality and land contamination

62. In the interests of general development sustainability, detailed energy/sustainability strategy would need to be submitted as part of any subsequent full application. The strategy would need to demonstrate compliance with the Mayor's strategy of Be Lean, Be Clean, Be Green, as well as London plan policies relating to reduction carbon emissions and renewable energy, in accordance with London Plan policy 5.2.
63. The Council's Regulatory Services will be consulted as part of a full application and are likely to identify key environmental health issues as: Sound insulation, impact on air quality, construction noise and dust, asbestos and the potential for light pollution from any external lighting.
64. The abovementioned matters will be addressed as part of a full planning application with planning conditions or informative notes as appropriate. This may include:
- Adherence to (and a test of) the relevant British Standards for sound insulation;
 - The submission of an air quality impact assessment to consider the air quality impact building works and the operations of the building will have on local air quality and future residents;
 - The submission of an air quality neutral assessment in accordance with GLA guidance;
 - A construction method statement to detail measures that will be taken to control dust, noise and other environmental impacts of construction , and;
 - A lighting spillage plan to demonstrate that the external lighting from the new development will not impact on the surrounding residential premises
 - A site investigation and remediation report to be secured through condition if risks of land contamination are identified in relation to the site.

PLANNING OBLIGATIONS

65. If approved, planning obligations under a Section 106 agreement will be necessary to secure and monitor certain aspects of the development. With the information available at present, it is likely that a Section 106 agreement will be needed for the following aspects:
- The delivery of affordable housing - it may be deemed necessary to review the viability of the development and to alter the affordable housing provision accordingly throughout the development process as part of this agreement.
 - To ensure that the Council is notified of development commencement at least 28 days prior to works starting.

- To enable the development of the proposal to improve the training and employment of Brent residents
- Highways agreements in respect of adopting the new streets and turning heads
- Any other obligations required (at this time not known)

COMMUNITY INFRASTRUCTURE LEVY (CIL)

66. This would be development that is liable to pay the Mayoral and Brent CIL, which will be reinvested by the Council on local infrastructure upon which the development would rely. Brent CIL would see the charge of £200 per sqm of new build residential floorspace proposed. Mayoral CIL would see the charge of £35 per sqm of new build residential and community centre floorspace proposed. The existing community centre's floorspace will be deductible from the overall sqm calculation if the building has been in use for at least 6 months of the previous 3 years. Floorplans of the community centre should be provided in order to secure this.

CONCLUSIONS

67. Members should note the above development is still in the pre-application stage and that additional work remains to be carried out prior to the submission of any subsequent planning application.