

# COMMITTEE REPORT

Planning Committee on  
Item No  
Case Number

28 April, 2021  
03  
20/3914

## SITE INFORMATION

RECEIVED	26 November, 2020
WARD	Alperton
PLANNING AREA	
LOCATION	330 Ealing Road, Wembley, HA0 4LL
PROPOSAL	Demolition of the existing buildings and structures, the erection of a building ranging in height up to 28 storeys, incorporating residential units and industrial, community and commercial uses, together with associated landscaping, access arrangements, car and cycle parking, servicing and refuse and recycling (Amended Description 09.03.21)
PLAN NO'S	Please see Condition 2.
LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION	<p><b><u>When viewing this on an Electronic Device</u></b></p> <p>Please click on the link below to view <b>ALL</b> document associated to case <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_&lt;systemke">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&amp;keyVal=DCAPR_&lt;systemke</a></p> <p><b><u>When viewing this as an Hard Copy _</u></b></p> <p><b>Please use the following steps</b></p> <ol style="list-style-type: none"><li>1. Please go to <a href="https://pa.brent.gov.uk">pa.brent.gov.uk</a></li><li>2. Select Planning and conduct a search tying "20/3914" (i.e. Case Reference) into the search Box</li><li>3. Click on "View Documents" tab</li></ol>

## RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to:

Referral to the Mayor of London (stage II referral)

The prior completion of a legal agreement to secure the following planning obligations:

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. Notification of material start 28 days prior to commencement.
3. Grampian restriction to prevent implementation of this planning consent until the donor site application at Athlon Road (20/3754) has been granted planning permission.
4. Provision of 306 homes (33 x studio, 116 x 1 bed, 123 x 2 bed, 34 x 3 bed) as Build-to-Rent housing
5. Provision of 98 units [24x 1 bed, 23 x 2 bed, 46 x 3 bed, 5 x 4bed] as London Affordable Rent, disposed on a freehold / minimum 125 year leasehold to a Registered Provider and subject to an appropriate Affordable Rent nominations agreement with the Council, securing 100% nomination rights for the Council on initial lets and 75% nomination rights for the Council on subsequent lets.
6. Provision of 57 Shared Ownership units [31 x 1 bed, 26 x 2 bed] as defined under section 70(6) of the Housing & Regeneration Act 2008, subject to London Plan policy affordability stipulations that total housing costs should not exceed 40% of net annual household income, disposed on a freehold / minimum 125 year leasehold to a Registered Provider.
7. Early stage viability review (drafted in line with standard GLA review clause wording) to be submitted where material start does not commence within 2 years of planning permission being granted. Viability review to set out details of additional on-site affordable housing where uplift in profit is identified. Viability review to be based on an agreed Benchmark Land Value of £11.9m.
8. Late stage viability review (drafted in line with standard GLA review clause wording) to be submitted at or after 75% occupation of the private residential development. An offsite affordable housing payment to be made where an uplift in profit is identified. Viability review to be based on an agreed Benchmark Land Value of £11.9m. Not more than 90% of the private dwellings to be occupied until viability review approved in writing by the LPA.
9. Provide the community floorspace (Use Class F.2(b) to shell, core and utilities prior to Occupation of the residential units. Should the unit not be occupied within a 2 year period starting 6 months after being provided, having been marketed throughout this period at a cost that is appropriate for a community hall, to make the unit available for commercial use falling within Use Classes E(c) and E(g)(ii) or E(g)(iii) to (c).
10. Submission, approval and implementation of management plan to secure use of 205sqm community space for appropriate range of events and activities for the local communities (Use Class F2(b));
11. Submission, approval and implementation of a Training and Employment Plan to secure employment and training opportunities for Brent residents during construction and operation stages, and financial contribution to Brent Works to support local employment
12. Energy assessment (to include comfort cooling as proposed in the CIBSE TM59 and Overheating Checklist) and contribution towards carbon offsetting, at detailed design and post-completion stages
13. Financial contributions:
  - a) To Brent Council for enhancement of off-site play provision in One Tree Hill Recreation Ground (£250,000)
  - b) To Brent Highways for implementation of a Controlled Parking Zone in the area (£110,000)

c) To TfL for improvements to public transport services (£418,000)

14. Submission and approval of a Residential Travel Plan prior to occupation of the development, to include the establishment of a Car Club within the site (including the provision of suitable parking spaces) and the provision of three years' free membership of a Car Club for the first resident of each residential unit and one year's free membership for commercial users.
15. Parking permit restriction to be applied to all new residential units
16. Highway works under Section 38 / Section 278 Agreement to secure land for adoption; to reinstate all redundant vehicle crossovers to footways and the improvement of the retained vehicle accesses, and planting and initial maintenance of a minimum of 17 street trees, all at the developers expense
17. Television and Radio Reception Impact Assessment to be submitted, together with undertaking of any mitigation measures identified within the Television and Radio Reception Impact Assessment.

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

That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:

#### *Compliance*

1. 3 years consent
2. Approved plans
3. Number of residential units and withdrawal of C3 to C4 permitted development rights
4. Quantum and use of commercial space
5. Car parking, cycle and bin storage to be implemented
6. Water consumption limitation
7. Provision of communal aerial and satellite dish system for each building
8. Drainage strategy to be implemented as approved
9. Compliance with Noise and Vibration Assessment
10. Non-road mobile machinery power restriction
11. Whole Life Cycle Carbon Assessment
12. Tenure blind access to podium amenity space

#### *Pre-commencement*

13. Construction Method Statement
14. Construction Logistics Plan
15. Arboricultural Method Statement

#### *Post-commencement*

16. Site investigation and remediation
17. Detailed drainage layout
18. Future connection to district heating network
19. Electric vehicle charging points
20. Fire strategy
21. Further details of cycle parking
22. Materials samples
23. Details of wheelchair accessible units
24. Sound insulation between non-residential and residential
25. External lighting scheme
26. Details of PV panels

#### *Pre-occupation*

27. Landscaping scheme
28. Validation of contaminated land remediation measures
29. BREEAM Excellent certification
30. Parking Design and Management Plan

31. Plant noise assessment
32. Management, maintenance, delivery and servicing plan
33. Commercial kitchen extract flues

#### Informatives


1. CIL liability
2. Party wall information
3. Building near boundary information
4. London Living Wage note
5. Fire safety advisory note
6. Quality of imported soil
7. Construction hours
8. Definitions of terms in respect of conditions
9. Any other informative(s) considered necessary by the Head of Planning

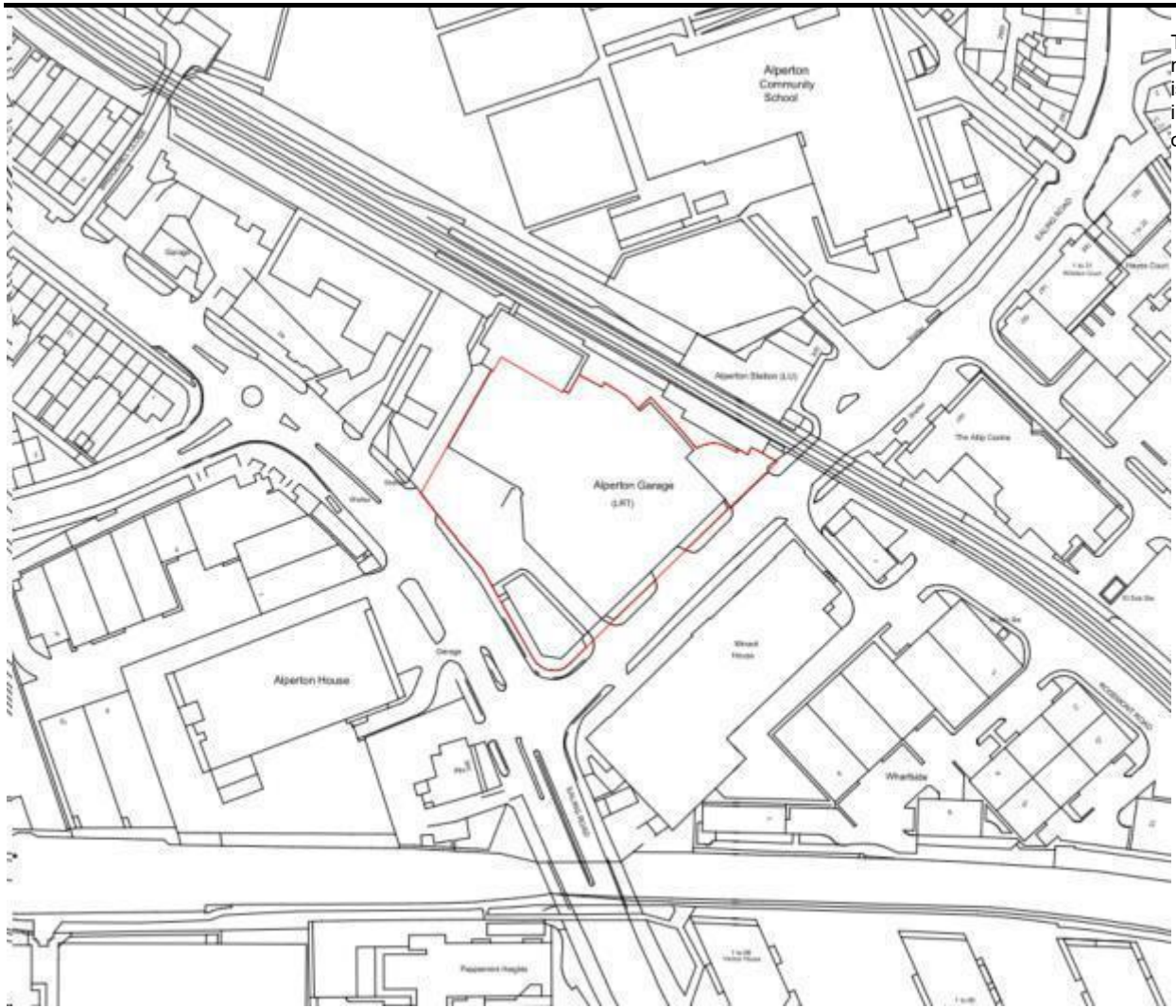
That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied that any such changes could not reasonably be regarded as deviating from the overall principle of the decision reached by the committee nor that such change(s) could reasonably have led to a different decision having been reached by the committee.

That, if by the "expiry date" of this application (subject to any amendments/extensions to the expiry date agreed by both parties) the legal agreement has not been completed, the Head of Planning is delegated authority to refuse planning permission.

That the Committee confirms that adequate provision has been made, by the imposition of conditions and obligations, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

#### **SITE MAP**

 <b>Brent</b>	<b>Planning Committee Map</b> Site address: 330 Ealing Road, Wembley, HA0 4LL © Crown copyright and database rights 2011 Ordnance Survey 100025260
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This map is indicative only.

## PROPOSAL IN DETAIL

The proposal is for the comprehensive mixed use redevelopment of the site, following the relocation of the Bus Depot function. A total of 461 residential units would be provided in three point blocks as follows:

- 306 units for Build to Rent, in Blocks A and B;
- 98 units at London Affordable Rent levels and 57 units for shared ownership, in Block C.

The three blocks would be linked at ground and first floor by a single building comprising 2,400sqm of light industrial floorspace in addition to a 205sqm unit for community use, a cafe of 64sqm, and cycle storage and bin storage. Vehicle access and residential car parking would also be provided within the site. Areas of public realm and soft landscaping would be provided on the two road frontages.

Amended plans were received during the course of the application, to secure the following revisions to the scheme:

- The double height open undercroft fronting Bridgewater Road was removed;
- The affordable housing provision was increased from 151 to 155 units (the scheme now includes 461 units overall);
- The frontages at the base of Block C were reconfigured to increase activation, with the entrance core brought closer to the street;
- The tail block of Block C was set back further from Bridgewater Road;
- The height of Block C was increased by one floor, to compensate for the setting back of the tail block and the additional affordable units;
- The amount of light industrial floorspace was reduced from 2,556sqm to 2,400sqm (a consequence of the ground floor layout amendments);
- The residents' routes to car parking spaces were simplified;
- Refuse storage arrangements were amended; and
- Cycle stores and car parking locations were reconfigured.

## EXISTING

The existing site comprises Alpertons Bus Depot, a roughly square site which consists of two storey brick buildings with areas of hardstanding, together with a landscaped frontage on the corner of the site. There is no public access to the bus depot, which provides storage facilities for buses but does not operate as a bus station or public transport interchange.

The site is approximately 0.56ha in size and located at the northern corner of a T-junction between Ealing Road and Bridgewater Road. It is bounded to the northeast by a railway line serving the Piccadilly Line Underground and to the northwest by an electricity substation. Alpertons Underground Station is located immediately to the northeast across the railway line, and is a locally listed building.

The site is not in a conservation area and does not contain a listed building.

## SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. One letter of objection was received regarding some of these matters. Members will have to balance all of the planning issues and objectives when making a decision on the application, against policy and other material considerations.

**Neighbour objections:** One neighbour objection has been received, raising concerns about the extent of pre-application consultation, the density of the development and impacts on health services and other local infrastructure, implementation and effectiveness of Controlled Parking Zones, lack of step-free access at Alpertons Station, building heights and impacts on sunlight to neighbouring properties and Alpertons School, Alpertons masterplan limit of 17 stories for new development.

**Principle of development:** The proposal would make effective use of a Growth Area site allocated in Brent's draft Local Plan to provide new light industrial floorspace and a significant amount of new housing, in addition

to new community floorspace and a café. The proposal would respond well to the proposed site allocation and would be acceptable in principle, subject to the satisfactory relocation of the existing bus depot function, which would be secured under the s106 agreement.

**Affordable housing and housing mix:** The proposal would provide 461 new homes including 155 affordable homes (98 at London Affordable Rent levels and 57 for shared ownership), the remainder provided as Build to Rent homes. The applicant's Financial Viability Appraisal has been robustly assessed on behalf of the Council and the provision of 40.2% affordable housing by habitable room (33.6% by unit) has been demonstrated to represent the maximum reasonable amount of affordable housing that the scheme can support, and would comply with Brent's preferred tenure mix of 70:30 London Affordable Rent to intermediate housing. The proposal would include 18% family-sized homes and, whilst this is below Brent's 25% target, the family-sized homes would be concentrated within the London Affordable Rent tenure to address the specific need for larger affordable homes and the provision of a greater proportion of family sized homes would negatively affect scheme viability and thus Affordable Housing.

**Design, scale and appearance:** The proposal would include three point blocks of up to 21, 26 and 28 storeys respectively. Whilst these would be taller than the predominantly low-rise buildings in the wider area, they would be located within the centre of a proposed Tall Buildings Zone and would appear in keeping with the emerging street scene in the immediate vicinity. The proposal would include new landscaped public realm to provide a setting for the buildings, and to enhance the visual amenity and pedestrian experience of the street scene. Officers consider that the proposal would not harm the setting of the Locally Listed Building, Alperton Station whilst the GLA consider that less than substantial harm would occur. Officers consider that if this view is taken, the harm would be considerably outweighed by the benefits of the development.

**Quality of residential accommodation:** The 461 new homes would all comply with minimum floorspace standards, with efficient internal layouts and access to private external amenity space, and a high proportion would be dual aspect. Communal amenity space would be provided at podium level, with additional roof terraces for each block, and would be designed for a variety of activities including dedicated doorstep play space for young children. A financial contribution to off-site play and amenity space for older children would be secured and would mitigate the shortfall of on-site amenity space against the Policy DMP19 standard.

**Relationship with neighbouring sites:** No adjoining sites would be unduly affected in terms of privacy and overlooking, and the impact on daylight and sunlight received by neighbouring developments would be commensurate with the high density urban character envisaged for the Growth Area.

**Sustainability and energy:** The proposal would utilise ground source heat pumps and photovoltaic panels, and is predicted to achieve a 57.34% reduction in carbon emissions, exceeding the London Plan target of 35% on-site reductions. A contribution to Brent's carbon offsetting fund would be secured, estimated to be £500,659. Overheating risk, whole lifecycle emissions and circular economy principles have been considered in the design.

**Environmental health:** Potential air quality, noise and vibration, and contaminated land concerns have been assessed and further details would be secured by condition as necessary, together with a construction method statement to minimise nuisance from construction works.

**Trees and biodiversity:** The loss of eight trees of low to moderate quality would be compensated for by replacement planting of nine trees at ground level within the site, in addition to 24 podium trees. Additional planting of street trees and trees on the railway verge would be secured through the s106 agreement. No ecological interests have been identified on or near the site other than habitats that could support nesting birds, and these would be compensated for by new landscaping.

**Flood risk and drainage:** The site is in Flood Zone 1 for fluvial flooding and other sources of flood risk have been assessed, with the proposed sustainable drainage strategy significantly reducing run-off rates from the site. The proposals are acceptable to the Local Lead Flood Authority.

**Transport:** The development would be parking permit restricted and 14 spaces would be provided for disabled use. This level of parking reflects London Plan policy standards for accessible locations, and would be supported by a financial contribution to the implementation of Controlled Parking Zones, parking permit restrictions for residents and a Travel Plan including free car club membership for residents. Subject to appropriate conditions, adequate arrangements would be made for cycle parking, refuse storage, servicing, and construction logistics. Redundant vehicle crossovers would be restored to footway at the developer's expense.

## 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 light industry				2400	2400
Dwelling houses				40969	40969
Non-residential institutions				205	205
Shops				64	64
Sui generis	4170		4170		0

### Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING ( Flats û Market )										0
EXISTING ( Flats û Social Rented )										
EXISTING ( Flats û Intermediate )										
PROPOSED ( Flats û Market )	33	116	123	34						306
PROPOSED ( Flats û Social Rented )		24	23	46	5					98
PROPOSED ( Flats û Intermediate )		31	26							57

## RELEVANT SITE HISTORY

There is no relevant planning history in relation to the application site itself.

Other relevant planning history is set out below:

Capital Business Centre, Athlon Road, Wembley HA0 1YU

20/3754: Demolition of the existing buildings and structures and erection of a new bus depot, including a single storey staff welfare building, bus wash, sub-station and fuelling island, together with associated landscaping, boundary treatments, car and cycle parking - under consideration.

## CONSULTATIONS

235 neighbouring properties and the Wembley Central and Alperton Residents Association were consulted by letter on 11 December 2020. Four site notices were posted on 16 December 2020 and a press advert was published on 17 December 2020. One objection was received and is summarised as follows:

Comment	Officer response
Only 12 responses to first consultation indicates it was not extensive enough.	This comment appears to relate to the applicant's pre-application engagement with local communities, which is recommended good practice but not a statutory requirement. See 'Community Involvement' below.
Consultation during pandemic is inappropriate.	Application consultation has been carried out in line with national and local requirements for all planning applications throughout the pandemic.
Too many homes proposed in already overpopulated area. Impact on health services and other essential services and infrastructure. No guarantee that CIL funding would be spent in	The site is in a Growth Area, where significant amounts of new housing are expected to come forward. The development is liable for CIL, which would contribute towards any identified infrastructure requirements within the area, as identified within the

Alperton.	Infrastructure Delivery Plan.
Controlled Parking Zone would be an unnecessary cost for residents and cannot be enforced 24 hours a day, which will result in new residents parking on existing side streets.	Controlled Parking Zones have been proved to be an effective means of restricting on-street parking to ensure that it remains available for the use of existing residents when new residential developments come forward. The provision of CPZs is considered necessary to mitigate the impacts of overspill parking onto the surrounding road network as a result of the identified need for development within the Alperton Growth Area. The site is located in a sustainable location and the use of the CPZ together with restricted on site parking is in line with the Council's wider policies on promoting non-car access to reduce congestion and pollution.
Proposal should be amended to reduce the number of homes and provide adequate parking for new residents in underground car park.	The amount of housing and amount of parking proposed are considered to comply with the relevant policies.
Height of blocks is excessive, beyond 17 storey limit set out in Alperton Masterplan, and would block sunlight to existing residents and Alperton Community School.	<p>The Alperton Masterplan SPD 2011 is no longer an adopted document (it was revoked by Cabinet on 14 October 2019). The application has been considered in line with current policies including London Plan 2021 and Brent's Draft Local Plan 2021 which seek higher housing targets and a design-led approach to density. The height of the building is considered appropriate in the context of other recently consented schemes nearby.</p> <p>Impacts on light and outlook to neighbouring properties are considered in the 'Relationship with neighbouring properties' section of the report.</p>

Following the receipt of amended plans, the same properties were reconsulted by letter on 11 March 2021, site notices were posted on 11 March 2021 and a press advert was published on 18 March 2021. No further responses were received.

### External and statutory consultees

#### Greater London Authority (GLA) Stage 1 Response and Transport for London (TfL):

- Principle of development:** Given the plan-led approach to industrial land supply within the emerging Local Plan and the master plan approach adopted to guide the redevelopment of this site, the principle of development is supported in line with London Plan Policies E4, E6, E7 and T3, and Good Growth Objective GG2. A replacement bus garage would be provided under another planning application at a donor site and an Interim Bus Relocation Strategy has been submitted; the proposal therefore complies with London Plan Policy T3.
- Affordable housing:** 40% affordable housing by habitable room (73% London Affordable Rent: 27% shared ownership), which does not qualify for the Fast Track Route in accordance with Policy H5 of the London Plan given the net loss of industrial capacity; GLA officers will robustly interrogate the submitted viability information, along with Brent's independent review, to ensure that the maximum amount of affordable housing the scheme could provide is secured.
- Heritage and urban design:** The level of harm that would be caused to locally listed Alperton Station would be at a scale that would not be detrimental to the significance of the asset and would be clearly outweighed by the public benefits; and the approach to design is generally supported, with well activated frontages, good residential quality and height/massing that is consistent with the existing and emerging context and is acceptable subject to the matters raised in relation to impacts being satisfactorily addressed.

- **Transport:** Contributions toward local bus capacity and step-free access to Alpertton Station and appropriate legal agreements covering various transport-related plans are to be secured, as well as planning consent for the proposed replacement bus garage at Athlon Road (with an Interim Bus Relocation Strategy) prior to determination of this application.
- **Sustainable development:** Further information is required in relation to overheating, potential for connection to district heating and future-proofing, PV and the ground source heat pump; and, payment towards the borough's offset fund should be confirmed. Additional information is also required in relation to the circular economy statement.

**TfL as adjoining land owner:** No objection subject to approval of detailed design and method statements.

**Secure by Design officer:** Concerns expressed regarding extent of publicly accessible undercroft and legibility of Block C entrance. These have been addressed through the revised plans.

**Environmental Health:** No objection subject to conditions to secure Construction Method Statement, control of Non Road Mobile Machinery emissions, Contaminated Land Investigation, Remediation and verification, Lighting scheme.

**Sustainability and Energy:** No objection subject to conditions and s106 obligations.

**Lead Local Flood Authority:** No objection subject to detailed drainage layout being required by condition.

**Thames Water:** No objection in relation to surface water and foul water network infrastructure capacity.

**London Fire and Emergency Planning Authority:** No objection. Development must comply with Building Regulations Part B. Compliance with Guidance note 29 on Fire Brigade Access also recommended.

#### **Community Involvement**

A Statement of Community Involvement (SCI) has been submitted, providing details of the community engagement undertaken by the applicant to inform the application proposals. In accordance with the NPPF and Brent's adopted Statement of Community Involvement, the approach to engagement has been tailored to the nature of the development proposed. This has exceeded the minimum recommendations of the Brent SCI, and full details are provided within the submitted SCI and Design and Access Statement.

## **POLICY CONSIDERATIONS**

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

The development plan, relevant to this application, is comprised of the:

London Plan 2021  
Brent Core Strategy 2010  
Brent Development Management Policies 2016

Key policies include:

#### London Plan 2021

D3: Optimising site capacity through the design-led approach  
D5: Inclusive design  
D6: Housing quality and standards  
D7: Accessible housing  
D8: Public realm  
D9: Tall buildings  
D12: Fire safety  
D13: Agent of change  
D14: Noise  
H1: Increasing housing supply  
H4: Delivering affordable housing

H5: Threshold approach to applications  
 H6: Affordable housing tenure  
 H7: Monitoring of affordable housing  
 H11: Build to Rent  
 S1: Developing London's social infrastructure  
 S4: Play and informal recreation  
 E4: Land for industry, logistics and services to support London's economic function  
 E6: Locally Significant Industrial Sites  
 E7: Industrial intensification, co-location and substitution  
 HC1: Heritage conservation and growth  
 G5: Urban greening  
 G6: Biodiversity and access to nature  
 G7: Trees and woodlands  
 S11: Improving air quality  
 S12: Minimising greenhouse gas emissions  
 S14: Managing heat risk  
 S15: Water infrastructure  
 S16: Digital connectivity infrastructure  
 S17: Reducing waste and supporting the circular economy  
 S13: Sustainable drainage  
 S16: Digital connectivity infrastructure  
 T2: Healthy streets  
 T3: Transport capacity, connectivity and safeguarding  
 T4: Assessing and mitigating transport impacts  
 T5: Cycling  
 T6: Car parking  
 T6.1: Residential parking  
 T7: Deliveries, servicing and construction

#### Brent Core Strategy 2010

CP1: Spatial Development Strategy  
 CP2: Population and Housing Growth  
 CP6: Design & Density in Place Shaping  
 CP8: Alperton Growth Area  
 CP19: Brent Strategic Climate Change Mitigation and Adaptation Measures  
 CP20: Strategic Industrial Locations and Locally Significant Industrial Sites  
 CP21: A Balanced Housing Stock  
 CP23: Protection of existing and provision of new community and cultural facilities

#### Brent Development Management Policies 2016

DMP1: Development Management General Policy  
 DMP4a: Shop Front Design and Forecourt Trading  
 DMP7: Brent's Heritage Assets  
 DMP8: Open Space  
 DMP9b: On Site Water Management and Surface Water Attenuation  
 DMP11: Forming an Access on to a Road  
 DMP12: Parking  
 DMP14: Employment Sites  
 DMP15: Affordable Housing  
 DMP19: Residential Amenity Space

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

The Council is at a significant stage in reviewing its Local Plan. The draft Brent Local Plan was subject to examination in public during September and October 2020. The planning Inspectors are still considering the Plan prior to undertaking a final stage of consultation on a set of proposed main modifications before the Plan can be adopted. Therefore, having regard to the tests set out in paragraph 48 of the NPPF it is considered by officers that greater weight can now be applied to policies contained within the draft Brent Local Plan. Relevant policies include:

## Draft Local Plan (Regulation 19 version)

DMP1: Development management general policy  
BP7: South West  
BSWGA1: Alperton Growth Area  
BD1: Leading the way in good urban design  
BD2: Tall buildings in Brent  
BH1: Increasing housing supply in Brent  
BH3: Build to Rent  
BH5: Affordable housing  
BH6: Housing size mix  
BH13: Residential amenity space  
BSI1: Social infrastructure and community facilities  
BE1: Economic growth and employment opportunities for all  
BE2: Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS)  
BE7: Shop front design and forecourt trading  
BHC1: Brent's Heritage Assets  
BGI1: Green and blue infrastructure in Brent  
BGI2: Trees and woodlands  
BSUI1: Creating a resilient and efficient Brent  
BSUI2: Air quality  
BSUI4: On-site water management and surface water attenuation  
BT1: Sustainable travel choice  
BT2: Parking and car free development  
BT4: Forming an access on to a road

The following are also relevant material considerations:

The National Planning Policy Framework 2019  
Planning Practice Guidance

Mayor of London's Affordable Housing and Viability SPG 2017  
Mayor of London's Character and Context SPG 2014  
Mayor of London's Housing SPG 2016  
Mayor of London's Play and Informal Recreation SPG 2012  
Mayor of London's Sustainable Design and Construction SPG 2014

SPD1 Brent Design Guide 2018  
Shopfronts SPD3 2018

## **DETAILED CONSIDERATIONS**

### **Principle of development**

#### Policy background

1. London Plan Policy H1 establishes new housing targets, with the target for Brent being 23,250 new homes over the ten-year plan period, whilst Policy E4 seeks land and premises for industrial and related uses to meet the Borough's evidenced needs for employment floorspace. For sites with LSIS designations, Policy E7 supports co-location of industrial and other uses including residential, subject to more detailed planning considerations.
2. Brent's new Local Plan Policy BH1 responds to this new policy context by proposing plan-led growth concentrated in Growth Areas and site allocations, whilst Policy BSWGA1 carries forward the existing Growth Area designation of Alperton set out in Brent's adopted Core Strategy Policies CP2 and CP8. This policy seeks to deliver over 6,000 new homes within the Growth Area, in addition to new business and employment floorspace to create an enterprise hub to reinvigorate the local economy. Associated infrastructure needs are identified, including a multi-use community centre and new tree planting.
3. The BSWSA1 (Alperton Industrial Sites) proposed site allocation provides further principles to guide the redevelopment of this and other nearby sites within the LSIS designation. The sites are allocated for mixed use development co-locating residential units with existing industrial and commercial uses.

4. London Plan Policy T3 also safeguards existing land and buildings used for public transport and related support functions, unless satisfactory alternative facilities are provided.

#### Relocation of bus depot

5. The site currently provides a bus depot operated by Metroline, which is currently used to store 74 buses serving five routes (83, N83, 204, 483 and 487) in addition to ancillary office facilities to support the operation of bus services. Under Policy T3, a replacement facility is required and must be to the satisfaction of relevant strategic transport authorities and service providers and to enable existing transport operations to be maintained. This is also highlighted within emerging Policy BSWSA1, which notes that an operational bus garage of equivalent capacity needs to be retained or reprovided on the site unless TfL confirm that it is no longer operationally required, or a suitable replacement can be provided elsewhere.
6. A separate application for a replacement bus depot located on a 'donor site' on Athlon Road (to the south of the Sainsbury's superstore in Alperton) has been made by Metroline (reference 20/3754) and is under consideration at the time of writing this report. Transport for London have commented on application reference 20/3754, and confirm that the Athlon Road proposal is acceptable and would result in minimal operational impacts.
7. To avoid conflict with Policy T3, an Interim Bus Relocation Strategy is required to be secured as part of the Athlon Road consent. Additionally, planning consent for Athlon Road must be secured prior to the determination of this application or a Grampian agreement secured within the Section 106 Agreement for this application restricting implementation until the Athlon Road application is granted planning permission.
8. Subject to the above being secured, there would be no objection to the loss of the existing bus depot on the site and the application would comply with Policy T3.

#### Reprovision of industrial floorspace

9. London Plan policies and Brent's emerging policies generally aim to reverse recent trends towards the loss of industrial floorspace across London. Brent's policies are based on the principle of 'no net loss' of industrial floorspace which, although a key element during the preparation of the London Plan, does not feature in the adopted version as reference to it was removed in response to Directions issued by the Secretary of State. However, Brent's evidenced needs require an increase in industrial floorspace across the borough compared to the current level of provision, and this factor lends support for the emerging policy wording to be retained. Overall, it is considered that only limited weight can be given at this stage to the requirement in emerging Policy BSWSA1 for the greater of existing floorspace or the industrial capacity of the site to be replaced.
10. The proposal would include 2,400sqm of light industrial floorspace to replace the loss of 1,804sqm of industrial warehousing floorspace at the donor site on Athlon Road, and would represent a net increase in floorspace. The GLA have raised no objections to the quantum of industrial floorspace to be provided and requested that it should be secured under Class E(g)(iii) and/or E(g)(ii) (with specific reference to research and development of industrial and related products or processes). In terms of the industrial capacity of the donor site, as set out in the emerging Local Plan, this is defined as 0.65 of the site area ie 2,600sqm, and the proposal would represent a net loss of capacity in this respect, and would not fully comply with emerging Policy BSWSA1.
11. However, other material considerations such as the wider planning benefits of the scheme also need to be taken into account. The provision of new purpose-built high quality light industrial floorspace in a highly accessible location would contribute to the aim of creating a vibrant enterprise economy in Alperton, and delivering a significant number of new homes including 40.2% affordable housing would make a valuable contribution to the borough's housing needs. The inclusion of a community unit at the junction of Ealing Road and Alperton Road would create a focal point for local communities at this gateway location and would help to address the identified infrastructure needs of the area. Given the constraints of the site and the need to deliver a viable scheme that materially complies with relevant policies, it is considered that it would be acceptable to provide less than 2,600sqm of industrial floorspace in this case, and that concerns relating to the loss of industrial capacity would be outweighed by the wider planning benefits of the scheme.

12. The donor site for the replacement bus depot is located within LSIS that is allocated for intensification in the emerging Local Plan. Whilst the bus depot is a sui generis use, Policy E4 makes specific reference to providing land, rather than floorspace, for sustainable transport functions. As such, the use of the donor site for a bus depot would be consistent with an industrial use, and would therefore comply with Policy E4 of London Plan 2021, Policy CP20 of Brent's Core Strategy 2010 and emerging Policy BE2 of Brent's Local Plan. The donor site is expected to provide sufficient space to accommodate the number of buses required and any ancillary functions, however it is not considered that an equivalent amount of internal floorspace should be reprovided if this is no longer required to support the bus depot function.

#### Other uses proposed

13. Providing a unit at ground floor level for community use would respond to the aim of Core Strategy Policy CP23 to provide multi-functional community facilities to support major new developments, and the requirements of Brent's emerging Policy BSWSA1. The proposal is for a double height space in a prominent corner location that could be used for a variety of activities and events. The Section 106 Agreement would secure a requirement for the community floorspace to be provided to shell, core and utilities, and for the unit to be marketed at community rates for a two year period following practical completion. In the event that there is no uptake for the community space following the marketing, it could then be made available for a commercial use within use class E(g)(ii) and (iii). A management plan would be secured through the s106 agreement, to ensure that the space would be used effectively.
14. The proposed café use would be small in scale (64sqm) and would not compromise the viability and vitality of the nearby Ealing Road town centre. However it would help to animate the streetscene, create a sense of place and provide an opportunity for residents, industrial tenants and other local communities to interact, contributing to strong and healthy communities. There are no policy objections to the café use in this location.
15. Residential use is also supported by the adopted and emerging policy context. The proposal would provide 461 residential units, making a significant contribution to Brent's housing needs. Brent's emerging Policy BH3 expects Growth Areas to include Build to Rent properties as these can encourage increased housing delivery, provide a wider range of housing choice in the borough and help to drive up standards in market rented homes, and London Plan Policy H11 provides detailed criteria to ensure Build to Rent properties are subject to effective management controls.
16. The proposal would deliver 461 new homes in total, including 306 Build to Rent homes solely for the private housing in Blocks A and B, and appropriate management arrangements for these would be secured through the s106 agreement. The remaining 155 homes (in Block C) would be transferred to a Registered Provider of affordable housing, and this would also be secured in the s106 agreement.

#### Conclusion

17. The proposal would make effective use of a site allocated in Brent's emerging Local Plan to provide new light industrial floorspace and a significant amount of new housing, in addition to new community floorspace and a café. The proposal would respond well to the proposed site allocation and would be acceptable in principle, subject to the satisfactory relocation of the existing bus depot function, which would be secured under the s106 agreement.

### **Affordable housing and housing mix**

#### Policy background

18. Brent's adopted local Policies CP2 and DMP15 set out the requirements for major applications in respect of affordable housing provision, and stipulate that schemes should provide 50% of homes as affordable, with 70% of those affordable homes being social or affordable rented housing and 30% of those affordable homes being intermediate housing (such as for shared ownership or intermediate rent). The policy also allows for a reduction in affordable housing obligations on economic viability grounds where it can be robustly demonstrated that such a provision of affordable housing would undermine the deliverability of the scheme. The policy requires schemes to deliver the maximum reasonable proportion of Affordable Housing (i.e. the most that the scheme can viably deliver, up to the target). It does not require all schemes to deliver 50% Affordable Housing.

19. The definition within DMP15 allows for affordable rented housing (defined as housing which is rented at least 20% below the market value) to be an acceptable form of low cost rented housing, which is consistent with the NPPF definition of affordable housing.
20. The London Plan affordable housing policy (Policies H4, H5 and H6) sets out the Mayor's commitment to delivering 'genuinely affordable' housing and requires the following split of affordable housing provision to be applied to development proposals: a minimum of 30% low cost rented homes, allocated according to need and for Londoners on low incomes (Social Rent or London Affordable Rent); a minimum of 30% intermediate products; 40% to be determined by the borough based on identified need.
21. Brent's emerging Local Plan policy (BH5) is similar to DMP15 in the adopted plan, but sets a strategic target of 50% affordable housing while supporting the Mayor of London's Threshold Approach to applications (Policy H5), with schemes not viability tested at application stage if they deliver at least 35% (or 50% on public sector land / industrial land) and propose a policy-compliant tenure split. Policy H11 applies the Threshold Approach to Build for Rent schemes and allows for affordable housing on these schemes to be provided as discounted market rent units within the overall management of the Build to Rent provider.
22. Brent draft Policy BH5 sets a target of 70% of those affordable homes being for social rent or London Affordable Rent and the remaining 30% being for intermediate products. This split marries up with London Plan Policy H6 by design, with Brent having considered that the 40% based on borough need should fall within the low cost rented homes category, bringing Brent's target split across both emerging policies as 70% for low cost rented homes (social rent or London Affordable Rent) and 30% for intermediate products.
23. Brent's draft Local Plan has only recently been examined by the Planning Inspectorate and as such the adopted Policy DMP15 would carry considerably more weight than the emerging policy at present.
24. The policy requirements can be summarised as follows in Table 1:

Policy context	Status	% Affordable Housing required	Tenure split		
Policy DMP15	Adopted	Maximum reasonable proportion	70% Affordable Rent (to 80% Market)	30% Intermediate	
London Plan	Adopted	Maximum reasonable proportion	30% Social / London Affordable Rent	30% Intermediate	40% determined by borough
Emerging Local Plan	Limited weight	Maximum reasonable proportion	70% Social / London Affordable Rent	30% Intermediate	

25. Although the proposal is for a Build to Rent scheme, the affordable housing component is proposed to be delivered as traditional affordable housing that would be transferred to and managed by a Registered Provider. This is not precluded by Policy H11 and is acceptable in policy terms.
26. The proposal includes 155 affordable housing units, subject to grant funding which is it understood has been secured by the applicants. This represents 40.2% affordable housing by habitable room, as summarised in Table 2 below:

	Number units	Number	Percent by unit	Percent by

		habitable rooms		habitable room
<b>London Affordable Rent</b>	98	377	21.2%	29.3%
<b>Shared ownership</b>	57	140	12.4%	10.9%
<b>Build to Rent</b>	306	770	66.4%	59.8%
Total	461	1287		
<b>Total affordable</b>			33.6%	40.2%

27. Within the affordable housing provision, the ratio of London Affordable Rent to Shared ownership would be 63:37 by unit and 73:27 by habitable room, and the tenure split would adequately comply with the relevant policies.
28. As the proposal involves the release of industrial land and the re-provision of industrial floorspace below the industrial capacity of the site, the relevant threshold for schemes to qualify for the Threshold Approach is 50%. A Viability Appraisal was prepared by Savills on behalf of the applicants, to support the provision of 40.2% affordable housing. This identifies the Benchmark Land Value of the site (based on the existing use value of the site plus a landowner premium) as £11.9m and concludes that the scheme would be in deficit by £28.8m.
29. The Viability Appraisal was independently reviewed on behalf of the Council by BNP Paribas. Their conclusions are that the Benchmark Land Value of £11.9m is reasonable and that the scheme would generate a deficit of £10.37m. There are some differences of opinion between the two parties on the values for key inputs into the appraisal mechanism (hence the different levels of deficit), however both agree that the scheme is delivering beyond the maximum level of affordable housing that the scheme could viably deliver. In summary the differences of opinion relate to reduced construction costs, reduced commercial and light industrial yield, reduced sales agent fee for the affordable housing units, reduced sales legal fee for the total scheme revenue and reduced finance rate.
30. The Viability Appraisal has been revised to reflect the amended scheme (ie with the additional four affordable rented homes). Further information on the conclusions of this will be reported via the Supplementary Agenda, but the provision of additional affordable housing would not improve the viability of the scheme.
31. The scheme has been demonstrated to be delivering beyond the maximum reasonable amount of affordable housing, with a policy compliant tenure split, and complies with the relevant policies. Early implementation and late stage review mechanisms would be secured through the s106 agreement, to allow for additional affordable housing provision if the scheme does deliver a surplus.

### Housing mix

32. The housing mix proposed is set out in Table 3 below and includes 18% family sized units. Whilst this does not comply with the 25% target for family-sized dwellings set out in Policy CP2, draft Local Plan Policy BH6 also carries some weight and allows for exceptions to the 25% target. In this context it is noted that the London Affordable Rent units would be mainly family-sized units, to meet a specific Brent need for this type of housing (46 of these new homes would be 3beds and five would be 4beds). It is considered that providing a greater number of family sized units would further compromise the viability of the scheme and hence the delivery of affordable housing. The housing mix is considered to be appropriate having weighed the benefits of the scheme with the harm associated with the shortfall.

**Table 3**

	Studio	1bed	2bed	3bed	4bed	Total
London Affordable Rent	0	24	23	46	5	98
Shared ownership	0	31	26	0	0	57

Build to Rent	33	116	123	34	0	306
Total	33	171	172	80	5	461
Percent	7%	37%	37%	17%	1%	

## Design, scale and appearance

### Policy background

33. London Plan Policy D1 sets out an approach to identifying suitable locations for growth based on an assessment of the characteristics and qualities of different areas, and this approach has informed the location of proposed Growth Areas including Alpertons in Brent's emerging Local Plan. Policy D3 proposes a design-led approach to optimising the capacity of sites, responding to the site's context and capacity for growth, and promotes higher density developments in well-connected locations with existing areas of high density buildings.
34. Brent's emerging Policy BD1 seeks high quality architectural and urban design, including innovative contemporary design that respects and complements historic character but is also fit for the future. The Brent Design Guide SPD1 provides further advice on general principles of good design.
35. London Plan Policy D9 provides specific criteria to guide the location and design of tall buildings, and requires an assessment of the impact on long-range, mid-range and immediate views. It also states that proposals should avoid harm to the significance of London's heritage assets and their settings. Brent's emerging Policy BD2 supports tall buildings in specific locations including Tall Building Zones and site allocations.

### Impact on heritage assets

36. The site is also in close proximity to Alpertons Station, which is a locally listed building. Within a 750m radius of the site, 1-3 and 2-4 Stanley Avenue are also locally listed buildings whilst One Tree Hill Recreation Ground and Alpertons Cemetery are locally listed parks. These are all non-designated heritage assets, which are afforded a lower level of protection in planning policy than designated heritage assets such as listed buildings and conservation areas.
37. The development would not affect any of these assets directly but would impact to some extent upon their settings, and this has been taken into account in the applicant's selection of representative views discussed below. A Heritage Statement has been submitted as part of the Townscape and Visual Impact Assessment, which reviews the significance of these assets and their settings and how the development would impact upon them.
38. The NPPF requires the effect of an application on the significance of a non-designated heritage asset to be taken into account in determining the application, taking a balanced judgement having regard to the scale of any harm or loss and the significance of the heritage asset. The conservation officer has been consulted and considers that the development would not cause any harm to the significance of Alpertons Station or other non-designated heritage assets in the area. Officers at the GLA consider that there would be some harm to the setting of Alpertons Station, although the harm is less than substantial. As harm has been identified, the scheme would not comply with London Plan Policy HC1 from the GLA perspective, however, in accordance with the NPPF, the harm would be considered to be at a scale that would not be detrimental to the significance of the heritage asset, and clearly and convincingly outweighed by the public benefits of the scheme, which include new housing (including 40% affordable homes), employment floorspace and a contribution towards the wider regeneration of the Alpertons Growth Area. The Council continue to consider that the scheme would not harm the significance of this heritage asset. However, if one was to adopt the view taken by the GLA, officers consider that the level of harm is significantly outweighed by the benefits discussed above.

### Height, mass and bulk

39. The site is located in the core of a Tall Building Zone identified in the emerging Local Plan, and the proposed BSWSA1 site allocation also emphasises that the allocated sites are suitable to continue the cluster of tall buildings emerging around Alpertons Station, centred around the junction of Ealing Road and Bridgewater Road.

40. The emerging context includes a number of similarly tall buildings within the immediate area. Minavil House (reference 16/2629) is a building of 10 to 26 storeys under construction immediately south-east of the site across Ealing Road. Alperton House (reference 18/4199) is a consented development of 14 to 23 storeys to the south-west of the site across Bridgewater Road. Peppermint Heights is an existing building of 15 storeys, on the south side of the Grand Union Canal and west of Ealing Road, and 243 Ealing Road (reference 09/2116) is an existing group of seven buildings of up to 14 storeys, also on the south side of the Canal and on the east side of Ealing Road. Finally, a development of 10 to 19 storeys has recently been consented to the north-west of the site at 2a Bridgewater Road (reference 19/4541) and a seven-storey building further to the north-west at 1-2 Dowlings Parade (reference 20/1151) has a committee resolution to grant permission. These last two schemes provide a stepping down in height towards the suburban residential areas along Bridgewater Road, as required by the emerging policies.
41. The proposed building form includes three point blocks located around the site boundaries – Block A would be 21 storeys high, with a lower shoulder element of 16 storeys, on Ealing Road adjacent to the railway line, Block B would be 28 storeys high, with a lower shoulder element of 23 storeys, on the southern corner of the site at the junction of Bridgewater Road and Ealing Road, and Block C would be 26 storeys high, with a lower shoulder element of 21 storeys, on the north-western boundary and set back from the road frontage on Bridgewater Road. Block C would also have a six-storey tail element wrapping around the side and front boundaries. At the rear of the site adjoining the railway line, two storeys of industrial floorspace would be provided above the ground floor.
42. The visual impact on the wider townscape including longer distance views has been demonstrated in the submitted Townscape and Visual Impact Assessment (TVIA), as required by Policy D9. This identifies four Townscape Character Areas and considers the visual impact of the development on each. The impact on the mixed use central area immediately surrounding the site is considered to be beneficial due to the high quality design and introduction of additional street trees, planting and public realm, strengthening the evolving character of the area. Commercial and industrial areas to the south would experience little change as the occasional views of large scale development would be read in the context of other similar developments nearby. From surrounding suburban residential areas, views of the development would reinforce the contrast between these low rise areas and the emerging Growth Area, but the domestic scale and structure of these areas would not change. In views from areas of open space, the buildings would be read in conjunction with other tall buildings nearby and would provide variety on the skyline, but the open character of these spaces would remain a dominant characteristic of the landscape.
43. The impact on the four character areas is considered in more detail in twelve representative views, as summarised in the following paragraphs.
44. RV1 - Junction of Stanley Road and Ealing Road looking southwest towards the Site. This demonstrates the view of the site experienced by road users and pedestrians in Ealing Road Town Centre, and in close proximity to locally listed buildings at 1-4 Stanley Avenue. The development would draw together the emerging cluster of tall buildings visible in the background and would provide a marker for Alperton Station. The effect is considered to be beneficial.
45. RV2 - Pavement on south side of Ealing Road looking west towards the Site. This demonstrates the view of the site experienced by road users and pedestrians approaching from the northeast, and the relationship between the proposed development and Alperton Station. The development would form a prominent new feature in this view, highlighting increased activity in the Growth Area, and the brick facades and crown treatment would reference the architectural qualities of the station building, while framed views through the bridge would emphasise the active ground floor frontages and improved streetscene. The view of the station building itself would remain the same.
46. RV3 - Western pavement of bridge over Union Canal looking north towards the Site. This is the view approaching the site from the south along Ealing Road, and shows its relationship to other existing and emerging developments. The development would be seen alongside Minavil House as part of a coherent strategy of increasing height at this prominent corner junction. The active frontages of the community unit facing onto the junction and the stepped brick detailing to the chamfered corner of the building would help to activate the streetscene and define the area as a key junction.
47. RV4 - On tow path on southern side of Union Canal, at passing/mooring place, looking northeast towards the Site. This is a local leisure route for pedestrians and cyclists but the existing townscape

view is very poor, characterised by redundant buildings. The development would be largely obscured from this view by the consented Alpertown House scheme on the northern side of the canal, and would be perceived as a background element integrating well with surrounding buildings.

48. RV5 - On tow path on southern side of Union Canal, at information sign to south of road bridge at Manor Farm Road, looking northeast towards the Site. This view is from further west along the tow path. The development would appear of an appropriate scale to other buildings in the cluster, with Alpertown House being more prominent on the northern canal side. The variation in height of the blocks and their orientation would emphasise the verticality and elegance of the built form, and the development would assist with wayfinding along the canal, marking the location of Alpertown Station.
49. RV6 - Alpertown Sports Ground at southeast corner of football pitches looking northeast towards the Site. This public open space is over 600m to the southwest of the site, and the upper storeys of the development would be visible in the distance alongside other emerging tall buildings. The open qualities of the recreation ground would be retained.
50. RV7 - To the south of the mortuary chapel at Alpertown Cemetery looking southeast towards the Site. This is a locally listed park and garden, and area of Metropolitan Open Land, but is over 600m away from the site. The top of the development would be visible beyond the treeline as part of the emerging cluster of tall buildings.
51. RV8 - At eastern edge of Horsenden Hill Park looking southeast towards the Site, near a bench overlooking golf course. This is a public open space providing a high point for long distance views, and is also a Scheduled Monument. It is also used by pedestrians on the Capital Ring long distance footpath and users of Sudbury Golf Course, and is over a mile away from the site. The tops of the point blocks would be visible in the far background of this view and would draw together the emerging cluster of tall buildings which would appear of a similar scale.
52. RV9 - From A4005 as road begins to bend looking southeast. This is the approach to the site along Bridgewater Road from the north-west, and demonstrates the transition from the suburban residential area to the cluster of tall buildings in the Growth Area. The development would be visible in the middle distance but partly obscured by intervening trees and the two consented schemes immediately to the north-west (2a Bridgewater Road and Dowlings Parade), which would step down in height towards the suburban area.
53. RV10 - On eastern footpath in One Tree Hill Recreation Ground, close to the entrance with Braemar Avenue, looking south towards the Site. This is a public open space and locally listed park and garden. The development would be a prominent feature in the middle ground but would be consistent with the scale of the other consented schemes nearby and would not affect the predominantly open character of the space.
54. RV11 - Southern towpath of the Grand Union Canal close to the railway bridge looking northwest. This view along the canal is enclosed by mature trees, and the development would be seen behind Minavil House and the existing two-storey warehouses in the foreground, and would be in context with the scale and massing of the emerging cluster.
55. RV12 - Western pavement of Ealing Road, close to the junction with Alpertown Lane looking north. This is the approach road from the south-east, and illustrates the transition from the suburban context in the foreground to taller buildings within the Growth Area, and the development would largely be screened by the 23-storey point block at Minavil House.
56. An Addendum to the TVIA was submitted to support the amended plans. This mainly focuses on the impact of increasing the height of Block C from 25 storeys to 26 storeys, and the setting back of the tail element of Block C from the road frontage. The increased height would be discernible in views from the wider area, but would have minimal impact on the overall character and appearance of these views.
57. The design of these three tall buildings is considered to be well judged, with the highest points stepping down to intermediate shoulder heights that help reduce the overall massing and bulk and to articulate the skyline. In particular, the height of Block A is considered to be appropriate to its prominent corner location at the junction of Ealing Road and Bridgewater Road, where it would provide a marker not only for the site but also for Alpertown Station and a focal point for the Growth Area as a whole. Cumulatively, the proposed development would contribute to a diverse and

hierarchical skyline, viewed in the context of a cluster of tall buildings around the junction of Ealing Road and Bridgewater Road.

58. Although these would be tall buildings, there would be a generosity of space between them, and in longer distance views the articulation of the roofscape would help to define the three buildings as a related cluster of blocks on the skyline. The impact on the representative views discussed above is considered to be generally neutral or beneficial within the context of other developments coming forward in the area.
59. It is noted that neighbour objections have referred to the Alpertown Masterplan SPD 2011, which envisaged buildings of up to 17 storeys within the Masterplan area. However, buildings of greater height have subsequently been approved, as noted above, and this document was revoked by the Council's Cabinet on 14 October 2019.
60. Overall, the proposal optimises development on the site, which is an underutilised brownfield site, in a highly accessible location.

#### Layout and relationship with street

61. London Plan Policy D9 emphasises that tall buildings should have a direct relationship with the street, maintaining pedestrian scale, character and vitality. The three point blocks would be linked by a ground floor building with frontages onto both roads. On Ealing Road, a café with external seating area would activate the corner of the building on the approach from Alpertown Station, while the entrance lobby to Blocks A and B would be set back from the road behind soft landscaping that would be provided as part of an enhanced public realm. The community unit would be located at the corner junction with frontages on both roads and would provide a focal point at street level in the most prominent part of the site. On Bridgewater Road the entrances to the industrial units and Block C would also be set back behind an area of enhanced public realm including new soft landscaping.
62. Amendments to the scheme were secured to eliminate undercroft areas as far as possible. These resulted in the tail element of Block C being set back from the road and the vehicular gateline being brought forward. It is considered that these amendments have significantly reduced the potential for visible inactive frontage and opportunities for crime and anti-social behaviour. Although there would be small areas of inactive frontage on this elevation, they would be enlivened by high quality materials treatments and signage to maintain visual interest and create a sense of arrival for residents and industrial tenants.
63. Overall, the layout of the ground floor is considered to set up positive relationships between different uses and the public realm. The set-back building line creates opportunities for tree planting and soft landscaping, which would help to enhance the streetscape and wind microclimate.

#### Architectural approach and materiality

64. Each of the tall buildings would be relatively simple in form, however the articulation and detailing of the facades would be of high quality and would create depth and visual interest between the contrasting elements of the façade. Collectively the buildings would be experienced together in a harmonious building palette.

#### Conclusion

65. Overall, officers consider the design of the scheme to be of good quality and to create a satisfactory relationship between the buildings and with the streetscape. Further details of materials and landscaping would be secured by condition.

#### **Relationship with neighbouring properties**

#### Policy background

66. In accordance with Brent's Policy DMP1, any development will need to maintain adequate levels of privacy and amenity for existing residential properties, in line with the guidance set out in SPD1. Separation distances of 18m to existing habitable room windows and 9m to private garden boundaries should be maintained. This standard is also applied to ensure that the development does not compromise the redevelopment of adjoining sites, and to individual buildings within large

developments.

67. To ensure light and outlook to existing properties is not affected, proposed buildings should sit within a 30 degree line of existing habitable room windows and a 45 degree line of existing private rear garden boundaries. Where buildings would be within a 25 degree line of existing windows, the Building Research Establishment considers that levels of light to these windows could be adversely affected and recommends further analysis of the impacts.
68. The BRE Guidelines recommend two measures for daylight. Firstly, the Vertical Sky Component (VSC) assesses the proportion of visible sky and is measured from the centre of the main window. If this exceeds 27% or is at least 0.8 times its former value, residents are unlikely to notice a difference in the level of daylight. Secondly, the No Sky Contour or Daylight Distribution assesses the area of the room at desk height from which the sky can be seen. If this remains at least 0.8 times its former value, the room will appear to be adequately lit.
69. To assess impacts on sunlight to existing south-facing windows and amenity spaces, assessment of Annual Probable Sunlight Hours (APSH) is recommended. Adverse impacts occur when the affected window receives less than 25% of total APSH including less than 5% in winter months, or when amenity spaces receive less than two hours sunlight on 21 March or less than 0.8 times their former value.
70. However, the BRE also recognise that different criteria for daylight and sunlight may be used in dense urban areas where the expectation of light and outlook would normally be lower than in suburban or rural areas. The NPPF recognises that a flexible approach should be taken when applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, and the resulting scheme would provide acceptable living standards.

#### Assessment of separation distances

71. In this case, the site is bounded on three sides by roads and the railway line, with Alperton Station and Alperton Community School on the other side of the railway line, neither of which are considered to be potential development sites. On the fourth, north-western, side the site is adjacent to a service road providing access to a power station to the rear of the site owned by London Underground Ltd, and beyond this is a UKPN substation serving domestic customers. Beyond the substation is the site at 2a Bridgewater Road, at a separation distance of approx 25m from the application site.
72. The separation distance to the site at 2a Bridgewater Road would be more than sufficient to ensure adequate privacy for both sets of future residents. In terms of the UKPN substation, the applicants have supplied correspondence from UKPN to confirm that this remains an active operational substation that is required for the future of their electricity network. Consequently it is considered that, whilst the proposed development would not retain a 9m distance to the boundary, this can be accepted in this case as the potential for the substation site to come forward for redevelopment is negligible.

#### Assessment of daylight impacts

73. A Daylight Sunlight Assessment has been submitted with the planning application. This analyses the impact on light and outlook in the consented developments at Alperton House, Minavil House, 2a Bridgewater Road and the scheme at 1-2 Dowlings Parade. There are no existing residential buildings that would be affected by the development in terms of light and outlook.
74. In terms of VSC, 11% of the 256 windows tested at Minavil House would meet the BRE target values, however in the existing condition only 23% of the windows meet these values, which demonstrates that the design of Minavil House itself precludes better compliance with the targets and makes it more susceptible to external change (for example one second floor room has an existing VSC of 5.44% and this would be reduced to 3.49%, such that the reduction is very low in numerical terms but high as a ratio). In terms of daylight distribution, 53% of the rooms tested would retain at least 0.8 times their former value and would therefore meet the BRE targets. Rooms experiencing larger reductions in daylight distribution are primarily single-aspect bedrooms with projecting overhead balconies.
75. At Alperton House (Blocks A and B), 34% of the 326 windows tested would meet the BRE target value for VSC. This compares to the existing condition, in which 45% of the windows meet this

target. As with Minavil House, projecting overhead balconies restrict the daylight availability to habitable rooms and the low existing VSC makes them more susceptible to external change. However, 87% of the rooms tested would meet the BRE target values for daylight distribution by retaining at least 0.8 times their former value, with the remaining rooms experiencing between 0.67 and 0.79 times their former value and these being mainly bedrooms.

- 76. Of the 246 windows tested at 2a Bridgewater Road, 65% would continue to meet BRE target values by retaining at least 0.8 times their former VSC. However, in the existing condition VSC levels are generally low, with only 52% of the rooms achieving the 27% target. As above, projecting overhead balconies constrain the amount of light available, and rooms with low existing VSC are more susceptible to external change. However, 99% of the rooms tested would meet the target values for daylight distribution, the remaining room falling just short of the target by retaining 0.79 times its former value.
- 77. At 1-2 Dowling Parade, all of the 61 windows tested and all of the 31 rooms would comply with the BRE guidelines.

#### Assessment of sunlight impacts

- 78. At Minavil House, all of the windows facing towards the development are within 90 degrees of due north, and have not been tested for sunlight impacts. At Alperton House (Blocks A and B), 86% of the 59 rooms tested would achieve the BRE target value for annual sunlight and all would achieve the value for winter sunlight. Of the 132 windows at 2a Bridgewater Road facing within 90 degrees of due south, 86% and 89% respectively would meet BRE target values for annual and winter sunlight, and all rooms tested at 1-2 Dowlings Parade would meet both targets.
- 79. None of the neighbouring developments considered above would be impacted in terms of overshadowing of external amenity spaces, however the potential impact on the playground at Alperton Community School has been assessed. This would continue to receive ample sunlight on 21 March in compliance with the BRE guidelines.

#### Conclusion

- 80. An addendum letter was submitted in support of the amended plans and confirming that the amendments would not have any materially adverse impact on the results of the study. In particular, the tail block of Block C would be set back from the road and so would be further away from buildings on the other side of Bridgewater Road and so would have less impact on them. The increased height of Block C would be unlikely to have any impact on neighbouring buildings due to its being set back towards the rear of the site.
- 81. Due to the lack of adjacency to other development sites, the proposal would not cause any concerns in relation to privacy and overlooking impacts. A number of windows on other new developments nearby would be adversely affected in terms of VSC, but the design of these developments involving projecting overhead balconies already constrains the light received by these windows, and impacts in terms of daylight distribution and sunlight to rooms in neighbouring developments would be less significant. The playground at Alperton Community School would not be adversely affected.
- 82. Overall, the extent of impacts identified are considered to be commensurate with the high density nature of this and neighbouring developments, and can be accepted in this instance.

#### **Quality of residential accommodation**

##### Internal space

- 83. All development is required to comply with standards and criteria set out in London Plan Policy D6, including minimum internal space standards. Appropriate levels of light, outlook and privacy must be provided for residents, and further guidance on these issues is given in the Brent Design Guide SPD1.
- 84. Each unit would have adequate internal space, complying with or exceeding minimum standards, and some would be very generously sized, and the efficient layouts would minimise unusable space. The majority (59%) of the units would be dual aspect, and the single aspect units would be primarily 1beds with a small number of 2beds. A daylight and sunlight study was carried out in accordance

with the BRE guidance, and demonstrates that 91% of the habitable rooms in the scheme would achieve the recommended Average Daylight Factor (ADF) levels. Some rooms would not meet this standard due to their positioning behind recessed balconies or beneath projecting balconies, and it is considered that this is acceptable given the importance of providing private external amenity space. In terms of sunlight, 69% of rooms with south-facing windows would achieve or exceed the target for annual sunlight hours and 79% would achieve the target for winter sunlight. These results are considered to be good for a high density urban scheme.

85. The three blocks would be positioned to allow separation distances of at least 18m to provide adequate levels of privacy for residents, and the configuration of units has been considered carefully so as to design out any opportunities for overlooking between them.

#### Accessible and adaptable units

86. London Plan Policy D7 also requires 90% of units to meet Building Regulations M4(2) 'accessible and adaptable homes' standards and 10% to meet M4(3) 'wheelchair accessible homes' standards.
87. Some units (41 in total) have been indicated on the plans as being wheelchair accessible. Whilst this is slightly below the 10% policy requirement, it is noted that a number of other units would be very generously sized and so capable of being designed to these standards. Furthermore, 19 of these units would be in the affordable housing tenure, which would meet a specific priority need for these units. It is recommended that further details of the location and layout of 46 wheelchair accessible units are obtained by condition.

#### External amenity space and play space

88. Brent's Policy DMP19 establishes that all new dwellings are required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This will normally be expected to be 20sqm for studio, one or two-bedroom homes and 50sqm for family housing (homes with 3 or more bedrooms). These standards are carried forward in the emerging Local Plan Policy BH13.
89. The requirement for external private amenity space established through DMP19 is for it to be of a "sufficient size and type". This may be achieved even when the "normal expectation" of 20sqm or 50sqm of private space is not achieved. The supporting text to the policy clarifies that where "sufficient private amenity space cannot be achieved to meet the full requirement of the policy, the remainder should be applied in the form of communal amenity space". Proximity and accessibility to nearby public open space may also be considered when evaluated whether the amenity space within a development is "sufficient", even where a shortfall exists in private and/or communal space.
90. With regard to quality of the space, the supporting text to Policy DMP19 specifies that private amenity should be accessible from a main living room without level changes and planned within a building to take a maximum advantage of daylight and sunlight, whilst the Brent Design Guide SPD1 specifies that the minimum depth and width of the space should be 1.5m.
91. London Plan Policy D6 specifies that where there is no higher local standard, a minimum of 5sqm of private amenity space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant. The minimum depth of 1.5m is reconfirmed in this policy. Policy S4 requires play and recreation facilities to be provided based on the expected child yield.
92. Each unit would have access to a balcony or terrace complying with the minimum standards in Policy D6 and accessible from the main living spaces, and first floor units facing onto the podium would have 1.5m deep defensible space to maintain their privacy. These would be supplemented by a communal podium garden accessible to all blocks and roof gardens on the shoulder element of each block, which would be accessible to residents of that block. In addition, residents of Block C (the affordable housing tenures) would have access to a roof terrace on the sixth floor.
93. A quantitative assessment of the amenity space provision against the Policy DMP19 requirements has been carried out, with each block assumed to have a pro-rata share of the podium garden, and is summarised in Table 4 below.

**Table 4**

	<b>Block A 189 units</b>	<b>Block B 117 units</b>	<b>Block C 155 units</b>
Policy compliant amenity space	4,320sqm	2,820sqm	4,630sqm
Cumulative shortfall (sum of shortfalls in private balcony space)	2,941sqm	1,950sqm	3,375sqm
Pro-rata share of 1,243sqm podium garden	461sqm	285sqm	497sqm
Additional roof terrace	225sqm	225sqm	225sqm
Residual shortfall	2,255sqm	1,440sqm	2,653sqm

94. The amenity space provision would not meet the targets set out in Policy DMP19. However, given the high density urban location and the site's close proximity to public open space in One Tree Hill Recreation Ground (approximately 230m walking distance from the site), it is considered that the shortfall could be mitigated by a financial contribution towards enhancing off-site amenity space provision in One Tree Hill. A contribution of £250,000 has been agreed with the applicant and would be secured through the s106 agreement. In addition, it is noted that the proposal includes areas of public realm around the building entrances that would provide some amenity value for residents and other local communities, and that the Build to Rent units would also have access to internal amenity spaces such as a gym and residents' lounge.
95. A total of 855sqm play space for the 0-4 year age group, in addition to 668sqm for 5-11 years and 437sqm for 12+ years, is required for the scheme based on the GLA Population Yield calculator. The Design and Access Statement Addendum sets out that a total of 875sqm of doorstep play space for 0-4 years would be provided, including 687sqm on the podium amenity space and 188sqm on the sixth floor roof terrace which would only be accessible to residents in the affordable housing tenures.
96. Indicative plans have been provided showing the locations of play space within the scheme, and further details of play equipment would be required as part of the landscaping condition. Whilst there would be no on-site provision for older children, the site is within a 330m walk from One Tree Hill Recreation Ground, which could accommodate the play needs for older children. As noted above, a financial contribution towards enhanced amenity space provision would be secured in order to address this need.

## Conclusion

97. Overall, the residential units are considered to provide a high standard of accommodation and to achieve a high level of compliance with all the relevant policies and standards. Whilst there would be a shortfall in external amenity space against the Policy DMP19 standard, residents would all have access to amenity space in the form of private balconies or terraces and communal gardens, and would also benefit from being in very close proximity to One Tree Hill Recreation Ground.
98. A financial contribution towards enhancing play and recreation facilities in One Tree Hill would be secured through the s106 agreement and it is considered that this would enable recreational facilities in One Tree Hill to be further enhanced in order to mitigate the impact of additional use through the low level of on-site amenity space and specifically of play space within the development.
99. The areas of landscaped public realm around the site would also contribute positively to the quality of residents' living conditions, as would the internal communal amenity spaces provided for the Build to Rent units. Overall, the on-site residential amenity space is considered to represent an acceptable level of provision including a range of high quality private spaces and access to public open space nearby, notwithstanding a shortfall against Policy DMP19.
100. The amount of external amenity space for some homes falls below the targets expressed within policy. However, having regard to the proximity to nearby open spaces and the quality and quantity of on-site provision, the new homes would nonetheless have access to external space that is sufficient in size and type to satisfy the needs of future residents. The limited conflict is considered to be outweighed by the benefits of the proposed development, including the provision of new homes in the borough.

## **Sustainability and energy**

## Policy background

101. Major developments are expected to achieve zero carbon standards including a 35% reduction on the Building Regulations 2013 Target Emission Rates achieved on-site, in accordance with London Plan Policy SI2. Any shortfall in achieving the target emissions standards is to be compensated for by a financial contribution to the Council's Carbon Offsetting Fund, based on the notional price per tonne of carbon of £95, or through off-site measures to be agreed with the Council.
102. For developments referable to the Mayor of London, Policy SI2 also requires an assessment of carbon emissions across the lifecycle of the development including embodied carbon released in the manufacturing, production and transportation of building materials, whilst Policy SI7 aims to support the circular economy in order to reduce waste and improve resource efficiency.
103. Brent's Core Strategy Policy CP19 also requires any proposal for commercial floorspace of over 1,000sqm to demonstrate that it achieves BREEAM Excellent standards.

## Carbon emissions and BREEAM performance

104. An Energy Assessment has been submitted, setting out how these standards are to be achieved, with domestic and non-domestic floorspace assessed separately. This predicts a reduction in carbon emissions of 57.34% overall, including 10.88% and 15.25% from energy efficiency measures for the residential and commercial elements respectively. The development would utilise ground source heat pumps and photovoltaic panels for heating and hot water. The residual carbon emissions would be offset by a financial contribution to Brent's carbon offsetting fund, estimated at this stage to be £500,000, to achieve a net zero carbon development in accordance with policy.
105. A whole lifecycle assessment was also submitted, however this sets out general principles of how the full assessment would be carried out when a detailed building model is available, and this assessment would be required by condition. The circular economy statement sets out how the development would achieve demolition and construction waste targets, and use locally and sustainably sourced materials and offsite construction and manufacturing processes, in order to reduce embodied carbon and operate within a circular economy. These documents were not required to be revised with the amended plans, as they set out general principles of the design and construction process rather than specific details of the proposed development.
106. BREEAM Pre-assessments have been submitted for the industrial units, community unit and café, demonstrating that a 72% score could be achieved for each, exceeding the 70% required to achieve BREEAM Excellent status. Confirmation that these standards have been achieved would be secured by condition once construction is completed.
107. An overheating assessment has been carried out, and proposes a range of measures including external glazing with lower G-values, Brise Soleil solar shading, and comfort cooling systems to reduce excessive temperatures in the summer. The comfort cooling would potentially increase carbon emissions above those estimated in the Energy Assessment, however this would be reflected in the updated Assessment which would be required at detailed design stage and secured through the s106 agreement. Given the high level of emissions reductions achieved, it is considered likely that the development would continue to exceed the policy requirement of a 35% on-site reduction.
108. The amended plans have been supported by a statement from the applicant's consultants, to confirm that the amendments would not impact significantly on the level of carbon emissions or BREEAM rating achievable in the development. The effect of these amendments would be reflected in the detailed design stage Energy Assessment and a condition requiring a BREEAM Post-Construction Certificate, as noted above, it is considered unlikely that the scheme would not continue to exceed the policy targets.
109. Overall, the scheme is considered to deliver a high standard of compliance with the relevant policies, and a condition would secure arrangements to allow future connection to a district heating network should one become available in the area.

## Urban greening

110. London Plan Policy G5 requires major developments to contribute to urban greening, defines a

generic Urban Greening Factor and sets a target score of 0.4 for predominantly residential developments (0.3 for predominantly commercial developments). Brent's draft Local Plan Policy BGI1 supports this approach but does not propose a borough-specific Urban Greening Factor, therefore the generic Factor is used to assess developments in Brent.

111. The Design & Access Statement Addendum includes details of the Urban Greening Factor for the site. The proposal achieves a score of 0.3 and whilst this does not achieve the 0.4 target for predominantly residential developments, it is considered that the proposal has optimised the potential for greening measures on this constrained site. The proposal is satisfactory within the context of a high density urban development in close proximity to large open green spaces.

#### **Impacts on microclimate and reception of TV and radio services**

112. London Plan Policies D3, D8 and D9 emphasise the importance of the local microclimate created by new development involving tall buildings, in particular the need to ensure comfortable wind conditions. In accordance with these policies, a Wind Microclimate Assessment was submitted.
113. The assessment uses the Lawson Comfort Criteria, which is the industry standard defining how an average pedestrian would react to different wind levels. Wind speeds are categorised as being suitable for either sitting, standing, strolling or walking, or as uncomfortable for most activities. Developments should aim to provide at least strolling conditions along pedestrian thoroughfares, standing conditions at main entrances, drop off areas, taxi ranks and bus stops, sitting conditions at outdoor seating areas in the summer, and standing conditions in large public amenity spaces in the summer, with sitting conditions at designated seating locations. Finally, sitting or standing conditions should be achieved in summer on balconies and private amenity spaces – providing sitting conditions in summer would generally ensure that standing conditions could be maintained in winter. Strong wind thresholds requiring mitigation measures are also defined.
114. A Wind Microclimate Assessment was submitted, based on results of wind tunnel tests using a scale model of the proposed building and measurements of wind speeds at 180 locations throughout the development and nearby locations including bus stops, station platforms and entrances to neighbouring buildings. Different scenarios are tested, to compare the effect of the development to existing wind conditions and to take account of other consented developments coming forward in the vicinity.
115. A number of locations are identified where conditions would be windier than suitable for the intended use. Mitigation measures are proposed in these locations, including landscaping proposals throughout the site and along the street frontages, and porous screens on balconies affected. As a result of these measures, suitable wind conditions would be achieved in these locations, however the roof terrace on Block A would require additional mitigation measures to achieve sitting conditions, and further details of these would be required by condition. One location on the station platform would not achieve standing conditions in the windiest season, however this is at the western end of the northern platform and is open, as such pedestrians using this space may be prepared for a slightly windier environment than more sheltered areas of the platform.
116. An addendum statement was provided in support of the amended plans. This confirmed that the amendments to the scheme would not materially alter the predicted wind conditions following the development. Consequently it is considered that, subject to the mitigation measures identified being implemented in full, suitable wind conditions would be achieved within the development and in the surrounding area.
117. A survey of predicted impacts from the development on TV and radio reception to neighbouring properties is also required, due to the height and scale of the development, including FM radio and digital terrestrial and satellite television, together with any mitigation measures recommended. These would be secured under the s106 agreement

#### **Trees and biodiversity**

118. Trees are a material planning consideration, and also contribute to the biodiversity value of the site by providing potential habitats for birds, bats and other wildlife. Brent's emerging Policy BGI2 requires major developments to retain trees on site and where this is not possible to provide compensation through replacement tree planting or a financial contribution to tree planting off site.

119. A Tree Report and Arboricultural Impact Assessment was submitted. This identified 15 trees that could be affected by the proposals, including two of moderate quality and 13 of low quality. Eight trees along the Ealing Road frontage of the site would need to be removed, however these are small trees grown in raised planters, including a moderate quality tree at the corner junction but mostly of low quality. The remaining trees are outside the site, either on the UKPN substation land or along the railway verge, and protective fencing would prevent damage to them during construction. A site supervision schedule would be required by condition.
120. The Tree Officer has no objections regarding removal of the existing trees, which are mostly of low quality and constrained by their location within small planters. Further clarification on proposals for street tree planting is required and will be reported via the Supplementary Agenda.
121. The landscaping plan proposes 17 trees along the street frontages, in addition to nine within the site and eight along the railway verge (these would be subject to approval by London Underground Limited). In addition, 24 trees are proposed on the podium garden. Tree planting outside the site would be secured through the s106 agreement and further details of tree planting within the site, including soil depths on the podium, would be required by condition. The number of trees proposed is considered to be more than sufficient to mitigate the loss of the existing trees and to enhance the quality of the pedestrian environment and public realm around the building.
122. The site does not have any ecological designations, however the adjoining railway line is part of a local wildlife corridor protected under Brent's Policy DMP8. This designation reflects the importance of the vegetation alongside railway lines in providing movement corridors for a variety of wildlife, and is generally applied to railway lines in the borough, but does not imply the presence of any protected or priority species or habitats. However, in this case the adjoining section of railway line is between a heavily trafficked road and the LUL power station and so does not make a significant contribution to the wildlife corridor.
123. A Preliminary Ecological Appraisal was submitted. This identifies habitats common to the surrounding urban environment such as introduced shrub and bare hardstanding. The buildings on site were assessed for their suitability for bat roosts and were found to have low suitability, however the buildings and introduced shrub on site could contain nesting birds (which would be protected under separate legislation during the nesting season). The proposed landscaping would compensate for the loss of these nesting habitats, and the installation of bird boxes is recommended to provide additional biodiversity enhancement. Further details of bird boxes would be required as part of the landscaping condition.
124. These documents did not require updating to support the amended plans, as they relate to the existing condition of the site rather than the proposed development. The landscaping proposals, as noted above, have not been updated as the amendments would not compromise the delivery of landscaping of a similar scale and quality, and a detailed landscaping scheme would be required by condition.

## **Environmental health considerations**

### Air quality

125. An Air Quality Assessment has been submitted, including an Air Quality Neutral Assessment. This considers the impact of construction activities, road traffic emissions and other sources of emissions such as plant, on air quality in the locality and the air quality impacts for future residents. With the implementation of recommended dust and emission control measures during the construction process, no significant effects are predicted.
126. Additional statements were submitted together with the amended plans, to confirm that the amendments would not materially alter the results of the Air Quality Assessment.
127. Environmental Health officers have been consulted and consider that the assessment is acceptable and no conditions are required other than the submission and approval of a Construction Management Plan.

### Contaminated land

128. Due to the previous uses of the site the applicant has submitted a geological and geo-environmental

desk top study dated November 2020. This assessment concludes that a site investigation is required. Environmental Health officers have been consulted and agree with this conclusion. Further site investigation and any necessary remediation measures would be secured by condition.

129. The study was not required to be updated in support of the amended plans, as it relates to the existing condition of the site rather than the proposed development.

#### Noise and vibration

130. A Noise and Vibration Impact Assessment has been submitted, which demonstrates that road traffic and the Piccadilly Line are the main noise sources affecting the site and that, based on the specified façade construction and glazing materials, the required internal noise levels would be achieved.
131. An additional statement was submitted together with the amended plans, to confirm that the amendments would not materially alter the results of the Noise and Vibration Assessment.
132. Environmental Health officers have been consulted and agree with the conclusions of the assessment and the additional statement. With regard to the quality of the balconies proposed in Block C given their proximity to the railway lines, the assessment indicates that the quality of these private amenity spaces would not be adversely impacted by noise emanating from trains using the railway. Details of internal sound insulation to prevent noise transfer between industrial and residential uses would be required by condition.

#### Lighting

133. Environmental Health officers have noted that the proposal is for the industrial units to be within the same development as the residential units. This could lead to adverse impacts in terms of light pollution, for example due to lighting from the industrial units impacting on the residential use. Further details of any proposed external lighting would be secured by condition to ensure these are satisfactory in this respect.

#### **Flood risk and drainage**

134. London Plan Policy SI12 requires current and expected flood risk from all sources to be managed in a sustainable and cost-effective way, while Policy SI13 and Brent's Policy DMP9b require sustainable drainage measures to achieve greenfield run-off rates and ensure surface water runoff is managed as close to source as possible.
135. The site is within a Flood Zone 1 for fluvial flooding and in part within a surface water Flood Zone 3. The site is also within a prime area for groundwater flooding.
136. A Flood Risk Assessment has been submitted and sets out principles of a sustainable drainage regime, including blue roofs, rainwater harvesting and below-ground storage, in order to reduce surface water run-off from the site. The Flood Risk Assessment demonstrates reduced discharge rates within all three storm events, including through the attenuation of 432sqm, reducing the discharge rate to a proposed 2.8 l/s compared to the current 108 l/s. The proposals offer a significant improvement to the current discharge rates, in accordance with Brent's current discharge reduction standards. The proposal also includes a blue roof with an attenuation volume of 103 cubic metres, which would mitigate surface water runoff.
137. The Local Lead Flood Authority have been consulted and have no objection to the proposals, subject to a detailed drainage layout with connection to the surface water main system being submitted as a condition. An informative is also required, clarifying that SuDS within the site would not be maintained by the Council and would need to be managed privately at the developer's expense. The GLA have also confirmed that the proposal complies with Policy SI13 of London Plan in relation to sustainable drainage measures.

#### **Transportation considerations**

##### Policy background

138. London Plan Policy T6 seeks to restrict car parking in line with existing and future public transport accessibility and connectivity, and maximum parking allowances for residential development are set

out in Policy T6.1. Brent's current maximum parking allowances are given in Policy DMP12 and Appendix 1 of the Development Management Policies, whilst Appendix 2 provides servicing standards and Policy DMP11 provides criteria for new road accesses. Brent's emerging Policy BT2 sets out new parking allowances to align with those of the London Plan.

139. Cycle parking spaces must be provided in compliance with London Plan Policy T5 in a secure weatherproof location and in accordance with design guidance set out in the London Cycling Design Standards. Bin storage should allow for collection within a 10m carrying distance, and more detailed guidance on bin storage requirements is given in the Waste Planning Guide.
140. London Plan Policy T2 expects new development proposals to follow a Healthy Streets Approach and include an Active Travel Zone (ATZ) assessment, and Policy T4 requires Transport Assessments to be submitted.

#### Existing site

141. Bridgewater Road is a major London distributor road, with four lanes and a central hatched zone. Ealing Road is a local distributor road. The two roads meet at a three-arm signalised junction. On-street parking is prohibited between 8am-6.30pm Mondays to Saturdays (with loading prohibited during weekdays peak hours) along the Bridgewater Road frontage, with parking prohibited at all times along the Ealing Road frontage. A zebra crossing on Ealing Road further restricts stopping on the frontage, whilst there is a bus stop clearway on Bridgewater Road just west of the site.
142. Public transport to the site is good (PTAL rating on the boundary between 4 and 5), with Alperton station (Piccadilly line) and seven bus services within 640 metres.
143. The existing site has four vehicular accesses, including the 10.5m wide main entrance to the bus depot from Bridgewater Road, a 7.8m wide gated access serving a front service road, the 11.3m wide main exit and a 16m wide gated access to a rear service yard. Staff parking is provided for about 40 cars within the site.

#### Access arrangements

144. Two points of vehicular access are proposed to be retained. A 6m wide crossover from Bridgewater Road in the southwestern corner of the site would provide the entrance, with the exit via a 5m wide crossover on Ealing Road in the northeastern corner of the site. Both accesses would be gated, and would provide a one-way route for vehicular traffic and access to a shared service yard for the commercial units against the railway line.
145. The one-way route is acceptable in highway safety terms as it removes the need for traffic to exit onto the heavily trafficked Bridgewater Road. Redundant areas of vehicle crossover would be restored to footway at the developer's expense, and a traffic island may be required on Bridgewater Road to prevent vehicles from turning right into the site. These works would be secured through the s106 agreement.

#### Parking provision

146. Parking for the residential use would be provided in an undercroft beneath Block C (five spaces) and in the rear servicing yard (nine spaces) in addition to two 'move-in bays' at the northeastern corner (these are often provided on Build to Rent schemes as they tend to have a relatively high turnover of tenants). Other than the move-in bays, the parking spaces would all be adequately sized for disabled access. In addition, two spaces designated for car club vehicles would be provided outside of the access gates on the northeastern corner of the site.
147. The development would be car free except for disabled car parking for the residential use. Policy DMP12 encourages 'car-free' development in areas with good public transport such as this, and the principle of restricting residential parking in this way and providing no car parking for the commercial floorspace is acceptable.
148. London Plan Policy T6.1 requires disabled car parking to be provided for 3% of the residential units, giving a requirement of 14 spaces in this case. The proposal complies with this requirement, with five of the spaces being conveniently located for residents in Block C. Electric vehicle charging points would be required, with active provision for at least 20% of the spaces and passive provision

for the remainder, and further details of this would be required by condition. A Car Park Management Plan would also be required, setting out how spaces would be allocated to residents in most need of them.

149. There is no Controlled Parking Zone (CPZ) operational in the area at the present time and in line with other nearby developments, a financial contribution of £110,000 towards the implementation of a CPZ would be required, together with parking permit restrictions for future residents, and these would be secured through the s106 agreement.
150. The Travel Plan submitted includes a proposal from an established local car club operator which would secure two car club vehicles, together with three years of free membership for residents and one year for commercial users. This would support the car-free development, and would be secured through the s106 agreement.
151. The Transport Assessment indicates that six car parking spaces would be retained for the use of TfL staff. However, the applicant has confirmed that this refers to a requirement for London Underground Limited (LUL) maintenance vehicles to be able to access the power station. A service road to the power station sits alongside the northwestern boundary of the site but is not served by the vehicle crossover and LUL have a right of access over the part of the site immediately in front of the crossover in order to gain access to the service road. It is understood that access is required on an occasional basis for maintenance purposes, and this would be by arrangement with the building management. Further details have been submitted to confirm that LUL vehicles could park if required without restricting access into the site.

#### Cycle parking provision

152. Cycle parking would be provided in a combination of small ground floor stores and larger mezzanine level stores, and would comprise a combination of two-tier stands and Sheffield stands, totalling 806 spaces to comply with the policy requirement of 804 long-stay spaces. The mezzanine level would be accessed via lifts within the building cores which would meet the minimum dimensions required.
153. Further details of cycle parking would be required by condition, to ensure that it fully complies with the relevant London Cycling Design Standards guidance.

#### Servicing and waste storage

154. A total refuse storage capacity of 107,120L is proposed, which is an acceptable level of provision in accordance with the requirements set out in Brent's Waste Planning Guidance. A Delivery and Servicing Plan has been submitted, and states that the refuse store for Block C would be within 10m of a point where refuse collection vehicles could stop, but that the refuse stores for Blocks A and B would require management. Further details have been submitted, indicating temporary holding areas in the service yard where bins could be presented for collection without obstructing other vehicular movements within the site.
155. The Delivery and Servicing Plan includes TRICS data on the expected number of deliveries the development could expect to attract per day. This indicates that it would generate around 57 delivery and servicing trips per day, with 40 attributed to the residential element and 17 attributed to the commercial element (including the café).
156. This would be a reasonable amount for a development of this size and there would be sufficient within the rear service yard to accommodate this number. The document also indicates that there would be a postal drop off area to enable residents to collect any post whilst they are at home and this would avoid repeat deliveries, which is welcomed.

#### Public realm improvements.

157. In terms of pedestrian access, all workspace and residential units would be accessed directly from Ealing Road or Bridgewater Road, with entrances set back from the existing highway boundary to provide adequate landscaping space in front of the building. The workspace would also be accessible from the rear service yard and to facilitate pedestrian access, a 2.7m wide footway is indicated alongside the service yard access, which is acceptable.
158. The proposal also shows widening of the footway along the Ealing Road frontage generally and

widening to provide a landscaped verge along the Bridgewater Road frontage. The setting back of the building to achieve this would improve the public realm and pedestrian experience, and appropriate areas of land would be offered up for adoption as public highway under a S38/S278 Agreement, to be secured through the s106 agreement.

#### Trip generation and public transport capacity

159. Given the projected number of vehicle movements, the proposal would not have an impact on the strategic road network. The forecasted bus demand is 81 and 55 two-way trips in the AM and PM peak respectively. TfL have advised that the local bus network experiences capacity issues and as such improvements are necessary to accommodate this development. Based on the forecasted demand, and in line with other developments in the area, a financial contribution of £418,500 is sought.
160. It is important that the proposals should also not compromise any works to improve access to Alpertown Underground station, particularly to develop a step-free station. In this respect, it is understood that TfL's preferred option for providing step-free access involves the use of a small area of land between the railway line and the northeastern corner of the site to provide lift access to one of the platforms. This area is not within the site boundary and the proposal would not compromise the delivery of this improvement to the station.

#### Travel Plan

161. A Travel Plan has been submitted, however revisions and further details would be required and the submission, approval and implementation of an amended Travel Plan would be secured through the s106 agreement. This would need to include contact details for the Travel Plan Co-ordinator/Sustainable Travel Manager, and target modal shares to cover all transport modes separately and to align with the predicted modal shares given in the Transport Assessment of 1% car drivers and 2% car occupants including taxi passengers. Surveys would be required in years 1, 3 and 5. Car club provision would also be secured as part of the Travel Plan.

#### Construction Logistics Plan

162. A Construction Logistics Plan has been submitted. It is estimated that the development would take 40 months to construct and would result in a peak demand of 23 construction vehicles per day.
163. The proposals include the creation of two loading zones, one on the carriageway of Bridgewater Road and the other at the back of the footway on Ealing Road. However, Transport officers consider that the loading zone on Bridgewater Road is likely to result in a deterioration in the operation of the highway network, and that an alternative would be required. Detailed swept paths for vehicle access and egress would be required to demonstrate that the loading zone at the back of the footway on Ealing Road would not impact adversely on pedestrians. These would be secured through a revised Construction Logistics Plan to be secured by condition.

#### **Fire safety**

164. Although fire safety compliance is covered by the Building Regulations, London Plan Policy D12 emphasises the need for it to be considered at the earliest stages of design of new developments, particularly where tall buildings are involved, and requires a fire strategy to be submitted for all major developments.
165. A Stage 2 Fire Strategy was submitted with the application, and the amended plans were supported by a statement confirming that this was still applicable for the amended proposal. However, a Stage 2 Fire Strategy only deals with the concept design stage of a development, and a Stage 3 Fire Strategy would be required by condition to ensure that the Strategy is followed through into the detailed design stage.

#### **Equalities**

166. In line with the Public Sector Equality Duty, the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. In making this recommendation, regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, pregnancy and

maternity, race, religion or belief, sex, and sexual orientation).

## Conclusion

167. Following the above discussion, officers consider that taking the development plan as a whole, the proposal is considered to accord with the development plan, and having regard to all material planning considerations, should be approved subject to conditions.
168. Whilst the provision of external amenity space falls short of Brent's policy standard, this is considered to be adequately compensated for by the overall quality of the amenity space provided and by the site's close proximity to One Tree Hill Recreation Ground, to which a financial contribution would be secured. Whilst the GLA consider the proposal would cause harm to the setting of Alperton Station, such harm is less than substantial, and the benefits of the scheme clearly outweigh the harm. The proposal is considered to respond well to the proposed Growth Area site allocation including the aim of developing an enterprise hub and co-locating new industrial floorspace with residential development in this highly accessible location in the centre of Alperton.

## CIL DETAILS

This application is liable to pay **£13,450,282.46** \* 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): 4170 sq. m.

Total amount of floorspace on completion (G): 43638 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
(Brent) Restaurants and cafes	64		57.88	£40.00	£0.00	£3,452.38	£0.00
(Brent) Businesses and light industry	2400		2170.66	£0.00	£0.00	£0.00	£0.00
(Brent) Non-residen institutions	205		185.41	£0.00	£0.00	£0.00	£0.00
(Brent) Dwelling houses	40969		37054.05	£200.00	£0.00	£11,050,046.0	£0.00
(Mayoral) Restaurants and cafes	64		57.88	£0.00	£60.00	£0.00	£3,515.15
(Mayoral) Businesses and light industry	2400		2170.66	£0.00	£60.00	£0.00	£131,818.18
(Mayoral) Non-residen institutions	205		185.41	£0.00	£60.00	£0.00	£11,259.47
(Mayoral) Dwelling houses	40969		37054.05	£0.00	£60.00	£0.00	£2,250,191.2

BCIS figure for year in which the charging schedule took effect (Ic)	224	330
BCIS figure for year in which the planning permission was granted (Ip)	334	
<b>TOTAL CHARGEABLE AMOUNT</b>	<b>£11,053,498.46</b>	<b>£2,396,784.00</b>

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

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

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

## DRAFT DECISION NOTICE



# Brent

## DRAFT NOTICE

TOWN AND COUNTRY PLANNING ACT 1990 (as amended)

## DECISION NOTICE – APPROVAL

Application No: 20/3914

To: Mrs Ladden Timbers  
Barton Willmore  
7 Soho Square  
London  
W1D 3QB

I refer to your application dated **26/11/2020** proposing the following:

Demolition of the existing buildings and structures, the erection of a building ranging in height up to 28 storeys, incorporating residential units and industrial, community and commercial uses, together with associated landscaping, access arrangements, car and cycle parking, servicing and refuse and recycling (Amended Description 09.03.21)

and accompanied by plans or documents listed here:  
Please see Condition 2.

at **330 Ealing Road, Wembley, HA0 4LL**

The Council of the London Borough of Brent, the Local Planning Authority, hereby **GRANT** permission for the reasons and subject to the conditions set out on the attached Schedule B.

Date: 20/04/2021

Signature:

**Gerry Ansell**  
Head of Planning and Development Services

### Notes

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

DnStdG

**SUMMARY OF REASONS FOR APPROVAL**

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

London Plan 2021  
 Brent Core Strategy 2010  
 Brent Development Management Policies 2016

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

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

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

A11745 D 0 100 P4	Level Ground General Arrangement Plan 1:200
A11745 D 0 101 P3	Level 1 General Arrangement Plan 1:200
A11745 D 0 102 P3	Level 2 General Arrangement Plan 1:200
A11745 D 0 103 P3	Level 3 General Arrangement Plan 1:200
A11745 D 0 104 P3	Level 4 General Arrangement Plan 1:200
A11745 D 0 105 P3	Level 5 General Arrangement Plan 1:200
A11745 D 0 106 P3	Level 6 General Arrangement Plan 1:200
A11745 D 0 107 P3	Level 7-14 General Arrangement Plan 1:200
A11745 D 0 115 P1	Level 15 General Arrangement Plan 1:200
A11745 D 0 116 P3	Level 16 General Arrangement Plan 1:200
A11745 D 0 117 P3	Level 17-20 General Arrangement Plan 1:200
A11745 D 0 121 P3	Level 21 General Arrangement Plan 1:200
A11745 D 0 122 P3	Level 22 General Arrangement Plan 1:200
A11745 D 0 123 P3	Level 23 General Arrangement Plan 1:200
A11745 D 0 124 P1	Level 24-25 General Arrangement Plan 1:200
A11745 D 0 126 P3	Level 26 General Arrangement Plan 1:200
A11745 D 0 127 P1	Level 27 General Arrangement Plan 1:200
A11745 D 0 128 P3	Level 28 General Arrangement Plan 1:200
A11745 D 0 129 P2	Roof Plan 1:200
A11745 D 0 130 P2	Section Key Plan 1:200
A11745 D 0 200 P2	South West Elevation 1:200
A11745 D 0 201 P2	North West Elevation 1:200
A11745 D 0 202 P2	North East Elevation 1:200
A11745 D 0 203 P2	South East Elevation 1:200
A11745 D 0 210 P2	South West Context Elevation 1:500
A11745 D 0 212 P2	North East Context Elevation 1:500
A11745 D 0 213 P2	South East Context Elevation 1:500
A11745 D 0 250 P2	Detail Bay Elevation - Typical Lower Levels 1:50
A11745 D 0 251 P1	Detail Bay Elevation - Alperton Yard Ealing Road 1:50
A11745 D 0 252 P1	Detail Bay Elevation - Residential Entrance Bridgewater Road 1:50, 1:100
A11745 D 0 253 P2	Detail Bay Elevation - Block C Rear 1:50
A11745 D 0 254 P3	Detail Bay Elevation - Residential Entrance 1:50
A11745 D 0 255 P2	Detail Bay Elevation - Industrial Entrance 1:50
A11745 D 0 256 P2	Detail Bay Elevation - Lower Roof Parapet 1:50
A11745 D 0 300 P2	Section A-A and B-B 1:200
A11745 D 0 301 P2	Section C-C and D-D 1:200
A11745 D 0 302 P2	Section E-E and F-F 1:200
A11745 D 0 303 P2	Section G-G, H-H and North East Elevation Block C 1:200

A11745 D 0 304 P2	Section J-J, K-K and South East Elevation Block A 1:200
A11745 D 0 400 P2	Typical Plans - Sheet 1 of 3 1:100
A11745 D 0 401 P2	Typical Plans - Sheet 2 of 3 1:100
A11745 D 0 402 P3	Typical Plans - Sheet 3 of 3 1:100
A11745 D 1 100 P4	Level 100 Mezzanine Plan 1:200
A11745 D 1 102 P3	Level 102 Industrial General Arrangement Plan 1:200
A11745 F 0 001 P1	Site Location Plan 1:1250
A11745 F 0 100 P1	Existing Ground Floor Plan 1:200
A11745 F 0 101 P1	Existing First Floor Plan 1:200
A11745 OT 001 O1	Design & Access Statement (and Addendum, 15 March 2021)
496.01A	Landscape Masterplan
496.02A	Podium Landscape Plan
496.03A	Podium Landscape Section
496.04A	Roof Gardens - Block A and B Landscape Plan
496.05A	Roof Gardens - Block C and Level 6 Landscape Plan

Air Quality Assessment (RWDI, Ref #2000438 Rev C, 12 November 2020) and Statements of Conformity (RWDI, 12 March 2021 and 23 March 2021)  
Arboricultural Planning Statement (RSK ADAS Ltd, Version B, November 2020)  
Flood Risk Assessment (Walsh, Ref 5242-WAL-ZZ-XX-RP-C-6700, 10 November 2020)  
Noise and Vibration Impact Assessment (Hodkinson, November 2020) and Note Version 1 (11 March 2021)

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

- 3 The scheme hereby approved shall contain 461 residential units as detailed in the drawings hereby approved, unless other agreed in writing by the Local Planning Authority.

The residential units hereby approved shall at no time be converted from use class C3 residential to a use class C4 small HMO, notwithstanding the provisions of Schedule 2 Part 3 Class L of the Town and Country Planning (General Permitted Development) Order 2015 (or any equivalent provision in any order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: In the interests of proper planning. To ensure that an adequate standard of accommodation is maintained in all of the residential units and in view of the restricted space within the site to accommodate additional bin or cycle storage.

- 4 The scheme hereby approved shall contain 2,400sqm (GIA) of light industrial floor space (use classes E(g)(ii) (for research and development of industrial and related products and processes only) and E(g)(iii)), 64sqm of cafe floor space (use class E(b) and 205sqm of floor space for the principal use of the local community (use class F.2(b), as defined by The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020), which shall not be used other than for these purposes unless otherwise agreed in writing by the Local Planning Authority, notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) and the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification).

Reason: In the interests of proper planning and to ensure the use of the development is appropriate for the location.

- 5 The car parking spaces, cycle storage and bin storage facilities as shown on the approved plans or as otherwise approved in writing by the local planning authority shall be installed prior to occupation of the relevant Block that they serve and thereafter retained and maintained for the life of the development and not used other than for purposes ancillary to the occupation of the building hereby approved, unless alternative details are agreed in writing by the Local Planning Authority. The car parking spaces shall be marked out with hatching in accordance with requirements for disabled parking spaces.

Reason: To ensure that the development is fit for purpose.

- 6 The development hereby approved shall be designed so that mains water consumption does not exceed a target of 105 litres or less per person per day, using a fittings-based approach to determine the water consumption of the development in accordance with requirement G2 of Schedule 1 to the Building Regulations 2010.

Reason: In order to ensure a sustainable development by minimising water consumption.

- 7 A communal television aerial and satellite dish system for each building, or a single system for the development as a whole, shall be provided, linking to all residential units within that building unless otherwise agreed in writing by the local planning authority. No further television aerial or satellite dishes shall be erected on the premises.

Reason: In the interests of the visual appearance of the development in particular and the locality in general.

- 8 Unless alternative details are first agreed in writing by the Local Planning Authority, the recommendations set out in the approved Flood Risk Assessment (Walsh, Ref 5242-WAL-ZZ-XX-RP-C-6700 Rev 4, 10 November 2020) shall be fully implemented for the development.

Reason: To ensure adequate drainage for the development and mitigate the risk of surface water flooding on and in the vicinity of the site.

- 9 Unless alternative details are first agreed in writing by the Local Planning Authority, the recommendations set out in the approved Noise and Vibration Impact Assessment (Hodkinson, November 2020) and Note Version 1 (11 March 2021) shall be fully implemented for the development.

Reason: To ensure acceptable noise levels for residents and other occupants.

- 10 All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in Chapter 7 of the GLA's Control of Dust and Emissions During Construction and Demolition SPG (July 2014), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reason: To protect local amenity and air quality in accordance with Brent Policy DMP1 and London Plan Policy SI1.

- 11 Once the as-built design has been completed (upon commencement of RIBA Stage 6) and prior to the building(s) being occupied (or handed over to a new owner, if applicable), the legal owner(s) of the development should submit the post-construction Whole Life-Cycle Carbon (WLC) Assessment to the GLA at: [ZeroCarbonPlanning@london.gov.uk](mailto:ZeroCarbonPlanning@london.gov.uk). The owner should use the post construction tab of the GLA's WLC assessment template and this should be completed accurately and in its entirety, in line with the criteria set out in the GLA's WLC Assessment Guidance. The post-construction assessment should provide an update of the information submitted at planning submission stage (RIBA Stage 2/3), including the WLC carbon emission figures for all life-cycle modules based on the actual materials, products and systems used. The assessment should be submitted along with any supporting evidence as per the guidance and should be received three months post as-built design completion, unless otherwise agreed.

Reason: To ensure whole life-cycle carbon is calculated and reduced and to demonstrate compliance with Policy SI2 of the London Plan.

- 12 The podium external amenity space shall be provided for the use of residents of each building for the lifetime of the development.

Reason: To ensure a tenure-blind development providing adequate external amenity space for all residents.

- 13 Prior to the commencement of the development a Construction Method Statement (CMS) shall be submitted to and agreed by the Local Planning Authority outlining measures that will be taken to control dust, noise and other environmental impacts of the development. The CMS shall include details of a dust monitoring plan, to be implemented during construction and demolition works.

All agreed actions shall be carried out in full.

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

Reason for pre-commencement condition: Construction nuisance can occur at any time during the construction process, and adequate controls need to be in place prior to works starting on site.

- 14 Prior to commencement of the development hereby approved, a construction logistics plan shall be submitted to and approved in writing by the Local Planning Authority. The Construction Logistics Plan shall include:

- i. Forecast construction trip generation and mitigation proposed;
- ii. Site access arrangements and booking systems;
- iii. Construction phasing;
- iv. Vehicular routes to the site;
- v. Details of how construction would be co-ordinated with the construction operations of other developments in the area and scope for local consolidation to reduce the number of road trips generated, so as to minimise the cumulative impacts on local residents and businesses.

The development shall thereafter operate in accordance with the approved construction logistics plan.

Reason: To ensure the development is constructed in an acceptable manner.

Reason for pre-commencement condition The condition relates to details of construction, which need to be known before commencement of that construction.

- 15 Prior to development commencing, an arboricultural method statement, appropriate and specific to the approved scheme, to include details of all works within the root protection area of any retained tree (in accordance with the approved Arboricultural Planning Statement (RSK ADAS Ltd, Version B, November 2020)) and a scheme of supervision for the arboricultural protection measures required have been submitted to and agreed in writing by the local planning authority; details shall include specification, construction methodology and sequencing of works for no-dig surfacing, methodology for demolition and removal of existing buildings, and manual/mechanical excavation within root protection areas including the protection/treatment of any roots encountered.

Thereafter, all works shall be carried out and constructed in accordance with the approved details and shall not be varied without the written consent of the Local Planning Authority.

Reason: To ensure adequate protection for retained trees in the vicinity of the site.

Reason for pre-commencement condition.

- 16 Following the demolition of the buildings and prior to the commencement of building works:

(i) a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present. The investigation shall be carried out in accordance with the principles of BS 10175:2011

(ii) a report shall be submitted to and approved in writing by the Local Planning Authority, that includes the results of any research and analysis undertaken as well as an assessment of the risks posed by any identified contamination. It shall include an appraisal of remediation options

should any contamination be found that presents an unacceptable risk to any identified receptors.

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

- 17 Prior to construction of the proposed development commencing, a full drainage layout demonstrating connection to the surface water main system shall be submitted to and approved in writing by the Local Planning Authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure adequate drainage of the site, in accordance with Policy DMP9b and London Plan Policy SI13.

- 18 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations), details of how the development is designed to allow future connection to a district heating network should one become available, shall be submitted to and approved in writing by the local planning authority and the development shall be completed in accordance with the approved details.

Reason: To ensure the development is in accordance with the principles of London Plan Policy SI3.

- 19 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations) , further details of electric vehicle charging points to include active provision for at least three parking spaces (provided proportionately throughout the development) and passive provision for the remaining parking spaces shall be submitted to and approved in writing by the local planning authority.

Charging points shall thereafter be implemented in accordance with the approved details.

Reason: To facilitate the use of sustainable means of transport.

- 20 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations), a RIBA Stage 3 Fire Strategy prepared by a suitably qualified third party consultant shall be submitted to and approved in writing by the Council. The development shall be carried out in accordance with the approved Fire Strategy and retained thereafter. The requirements of the Fire Strategy shall be in compliance with London Plan Policy D12 and Part B of the Building Regulations.

Reason: To ensure that the risk of fire is appropriately addressed in the proposed development, in accordance with London Plan Policy D12.

- 21 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations), and notwithstanding Condition 2, further details of how cycle parking will be provided to comply with London Plan Policy T5 and the London Cycling Design Standards shall be submitted to and approved in writing by the local planning authority, and thereafter carried out in full accordance with the approved plans.

Reason: To ensure adequate cycle parking provision within the site.

- 22 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations), details of materials for all external work, including samples to be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority. Details shall include the following:

- details of vehicular access gates;
- details of any signage to be provided around the site other than signage requiring advertisement consent;
- details of semi-porous screens to balconies as recommended in the approved Wind Microclimate Assessment;

The work shall be carried out in accordance with the approved details.

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

- 23 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations), further details shall be submitted to and approved in writing by the local planning authority, demonstrating how 46 of the residential units including 19 in Block C would achieve Building Regulations requirement M4(3) – ‘wheelchair user dwellings’.

The development shall thereafter be constructed in full accordance with the approved details, and the remaining residential units shall be constructed to achieve Building Regulations requirement M4(2) – ‘accessible and adaptable dwellings’.

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy D7.

- 24 A scheme of sound insulation measures to address potential noise transfer between the non-residential floorspace and residential uses within the building shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of works above ground floor level. The approved measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels in the interest of the amenities of sensitive uses, and in accordance with Policy D13 of the London Plan 2021.

- 25 Prior to any installation of external lighting within the development, an external lighting plan showing the lighting lux plots at the residential premises (in vertical illuminance) shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the development does not create adverse impacts in terms of light pollution, in accordance with Policy DMP1.

- 26 Prior to topping out on any part of the development providing photovoltaic panels, further details of the proposed photovoltaic panel array, demonstrating that this delivers as a minimum the reduction in carbon emissions identified in the pre-material start Energy Assessment, shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be carried out in full accordance with the approved details.

Reason: To ensure carbon emissions are reduced in accordance with London Plan Policy SI2.

- 27 Within 18 months of works commencing on site, and notwithstanding the approved plans, a detailed landscaping scheme shall be submitted to and approved in writing by the local planning authority through the submission of an application for approval of details reserved by condition.. The scheme shall include detailed proposals for the following aspects:

- Hard landscaped areas including materials samples, level changes, bollards and other measures to delineate a pedestrian route from the Ealing Road access into the service yard, informal seating and any other street furniture
- A planting scheme including species, locations and densities for all grass and shrubs. Suitable species include flowering species providing foraging for pollinators and hardy herbaceous perennials.;
- Play spaces including proposed equipment, maintenance arrangements and the underlying play strategy;
- Bird boxes;
- Details of defensible space of 1.5m depth to all habitable room windows facing onto communal amenity spaces;
- Details of hard and soft landscaping proposals for the internal courtyard of Block C, including informal seating;
- Details of any mitigation measures recommended in the approved Wind Microclimate Assessment.

The approved landscaping scheme shall be completed prior to the first occupation of the

relevant Phase of the development hereby approved, or in the case of planted elements, within the first planting season after the occupation of the development hereby approved and thereafter maintained, unless alternative details are first agreed in writing by the Local Planning Authority.

Any trees and shrubs planted in accordance with the landscaping scheme and any plants or trees which have been identified for retention within the development which, within 5 years of planting, are removed, dying, seriously damaged or become diseased, shall be replaced to the satisfaction of the Local Planning Authority, by trees and shrubs of similar species and size to those originally planted.

Reason: To ensure a satisfactory standard of appearance and to ensure that the proposed development enhances the visual amenity of the locality, provides functional spaces and to maximise biodiversity benefits.

28 Prior to first occupation or use of the development:

(i) any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full

(ii) a verification report shall be submitted to and approved in writing by the Local Planning Authority, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the Planning Authority has previously confirmed that no remediation measures are required).

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

29 Prior to first occupation or use of the non-domestic floorspace hereby approved, and notwithstanding Condition 2, a revised BREEAM Assessment and Post Construction Certificate, demonstrating compliance with the BREEAM Certification Process for non-domestic buildings and the achievement of a BREEAM Excellent rating, shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the non-domestic floorspace is constructed in accordance with sustainable design and construction principles, in accordance with Core Strategy Policy CP19.

30 Prior to first occupation or use of the development, a Car Park Design and Management Plan shall be submitted and approved in writing by the local planning authority. The Car Park Design and Management Plan shall set out how parking spaces within the development will be allocated to those most in need, and how unauthorised use of the two car club spaces would be prevented, in accordance with London Plan Policy T6.1, and the development shall be operated thereafter in accordance with the approved details.

Reason: To ensure that residential car parking is provided in accordance with London Plan Policy T6.1.

31 Prior to first occupation or use of the development, an assessment of the expected noise levels from installed plant shall be carried out in accordance with BS4142:2014 Methods for rating and assessing industrial and commercial sound and any mitigation measures necessary to achieve the required noise levels below shall be submitted to and approved in writing by the Local Planning Authority .

Any plant shall be installed, together with any associated ancillary equipment, so as to prevent the transmission of noise and vibration into neighbouring premises. The rated noise level from all plant and ancillary equipment shall be 10dB(A) below the measured background noise level (or lowest practicable levels) when measured at the nearest noise sensitive premises.

The plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To protect acceptable local noise levels.

32 Prior to first occupation or use of the development, a Building Management and Maintenance Plan incorporating a Delivery and Servicing Plan shall be submitted to and approved in writing by the local planning authority. This document shall set out, inter alia, a long-term maintenance

strategy for the development, measures to ensure the long-term affordability of running costs and service charges for all types of occupiers, and measures to ensure that all delivery and servicing activities can be safely accommodated on site without adversely affecting the safety and amenity of residents or other users of the development or conditions on the highway network.

All delivery and servicing activity shall thereafter be carried out in accordance with the approved details, unless otherwise approved in writing by the Local Planning Authority.

Reason: To ensure a high standard of design is maintained, in accordance with London Plan 2021 Policy D4, and to ensure that all delivery and servicing activities can be safely accommodated on site without adversely affecting the safety and amenity of residents or other users of the development or conditions on the highway network.

- 33 Prior to first use of any commercial kitchen within the development, details of the extract ventilation system and odour control equipment for the kitchen, including all details of external ducting, must be submitted to and approved in writing by the Local Planning Authority.

The approved equipment shall be installed prior to the commencement of the relevant use and shall thereafter be operated at all times during the operating hours of the relevant use and maintained in accordance with the manufacturer's instructions.

Reason: To protect the amenity of nearby residents

## INFORMATIVES

- 1 The applicant is advised that this development is liable to pay the Community Infrastructure Levy; a Liability Notice will be sent to all known contacts including the applicant and the agent. Before you commence any works please read the Liability Notice and comply with its contents as otherwise you may be subjected to penalty charges. Further information including eligibility for relief and links to the relevant forms and to the Government's CIL guidance, can be found on the Brent website at [www.brent.gov.uk/CIL](http://www.brent.gov.uk/CIL).
- 2 The provisions of The Party Wall etc. Act 1996 may be applicable and relates to work on an existing wall shared with another property; building on the boundary with a neighbouring property; or excavating near a neighbouring building. An explanatory booklet setting out your obligations can be obtained from the Communities and Local Government website [www.communities.gov.uk](http://www.communities.gov.uk)
- 3 The applicant must ensure, before work commences, that the treatment/finishing of flank walls can be implemented as this may involve the use of adjoining land and should also ensure that all development, including foundations and roof/guttering treatment is carried out entirely within the application property.
- 4 Brent Council supports the payment of the London Living Wage to all employees within the Borough. The developer, constructor and end occupiers of the building are strongly encouraged to pay the London Living Wage to all employees associated with the construction and end use of development.
- 5 In relation to the conditions requiring the submission of details pertaining to land contamination, the developer is reminded that the quality of imported soil must be verified by means of in-situ soil sampling and analysis. We do not accept soil quality certificates from the soil supplier as proof of soil quality.
- 6 Under the Control of Pollution Act 1974, noisy construction works are regulated as follows:  
  
Monday to Fridays - permitted between 08:00 to 18:00  
Saturday - permitted between 08:00 to 13:00  
At no time on Sundays or Bank Holidays

For work outside these hours, the Control of Pollution Act 1974 allows the council to set times during which works can be carried out and the methods of work to be used. Contractors may

apply for prior approval for works undertaken outside of normal working hours. They should email the noise team at [ens.noiseteam@brent.gov.uk](mailto:ens.noiseteam@brent.gov.uk) to obtain a section 61 application form. Please note that the council has 28 days to process such applications.

- 7 The Council will not be responsible for maintaining any drainage features provided within the site. A management and maintenance regime for these features will need to be prepared and to be implemented for the lifetime of the development at the developer's expense.

Any person wishing to inspect the above papers should contact June Taylor, Planning and Regeneration,  
Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 2233