

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

17 March, 2020
06
19/4272

SITE INFORMATION

| | |
|---|--|
| RECEIVED | 2 December, 2019 |
| WARD | Northwick Park |
| PLANNING AREA | |
| LOCATION | Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ |
| PROPOSAL | Erection of a multi-storey car park on 5 levels for staff only, a separate plant/energy facility and associated works to access road at Northwick Park Hospital |
| PLAN NO'S | Refer to condition 2 |
| LINK TO DOCUMENTS ASSOCIATED WITH THIS PLANNING APPLICATION | <p><u>When viewing this on an Electronic Device</u></p> <p>Please click on the link below to view ALL document associated to case https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_148061</p> <p><u>When viewing this as an Hard Copy .</u></p> <p>Please use the following steps</p> <ol style="list-style-type: none">1. Please go to pa.brent.gov.uk2. Select Planning and conduct a search tying "19/4272" (i.e. Case Reference) into the search Box3. Click on "View Documents" tab |

RECOMMENDATIONS

A. To resolve to grant planning permission, subject to the Stage 2 referral to the Mayor of London and subject to the conditions and informatives recommended in this report.

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

Conditions

1. Three year rule
2. Approved plans / documents
3. Emission standards for Non-Road Mobile Machinery
4. Electric vehicles
5. No use of existing identified staff car parking areas following first use of the Multi Storey Car Park (MSCP)
6. Details of Construction Method Statement
7. Details of Construction Logistics Plan
8. Details of Sustainable Drainage measures
9. Details of external materials
10. Details of energy strategy
11. Access and pedestrian pathway details
12. Details of remediation strategy (in relation to contaminated land)
13. External lighting
14. Car Park Management Plan details
15. Travel Plan
16. Disabled parking details
17. Cycle parking details
18. Replacement trees

Informatives

1. CIL liability
- 2.. Any other informative(s) considered necessary by the Head of Planning

C. 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.

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

SITE MAP

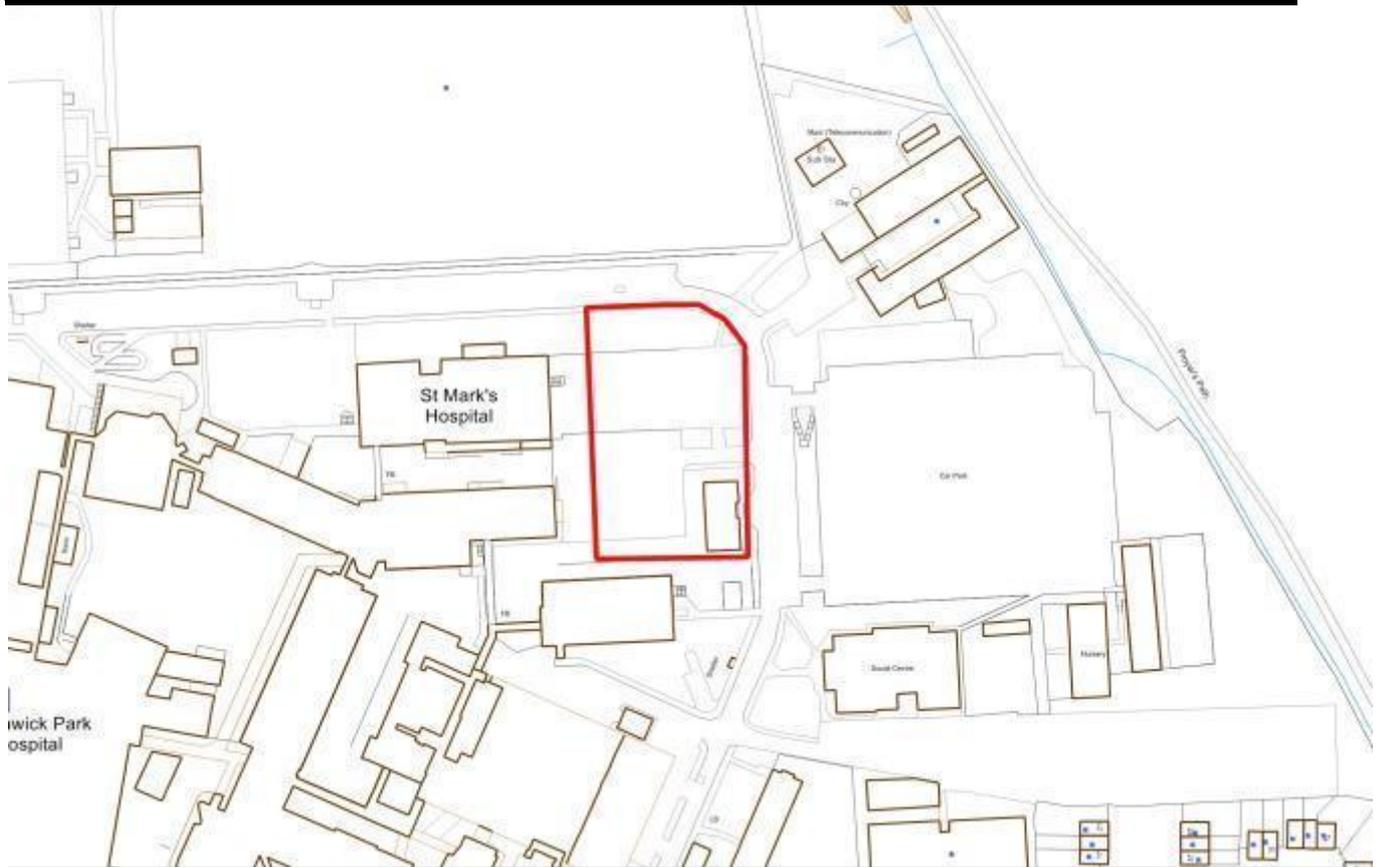


Brent

Planning Committee Map

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

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This map is indicative only.

PROPOSAL IN DETAIL

Erection of a multi-storey car park on 5 levels for staff only, a separate plant/energy facility and associated works to access road at Northwick Park Hospital

EXISTING

Northwick Park Hospital is located on the eastern side of Watford Road (a London distributor road), just south of its roundabout junction with Kenton Road. The University of Westminster sits immediately north of the site and shares the same access arrangements. To the south is the Northwick Park golf centre.

The existing application site comprises of a surface level car park with 141 spaces utilised by the Hospital staff and the southern portion of the currently occupies a single storey building linked to the main hospital building (Building Z - Medical Physics). The main hospital building is located directly west and additional staff car parking is situated to the east of the site. The one way ring road runs directly east and north of the application site.

The application site is part of the proposed Northwick Park Growth Area and is incorporated as part of a wider allocation within the emerging Local Plan 2019 (Site Allocation: BNWGA1).

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. One letters of objection and two comments were 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 objection have been received together with a neutral comment. These raise concerns with the scale and height of the proposal, the loss of staff car parking and wider implications on overspill parking onto surrounding streets the need to provide safe and secure cycle parking, any loss of trees should be replaced within the wider hospital site. These issues are considered at the relevant points in the report.

Principle of development: The proposal seeks to rationalise staff car parking across the hospital site within a purpose built multi storey car park. This is in the context of facilitating a wider masterplan around Northwick Park hospital for residential led regeneration, as set out in draft site allocation BNWGA1. The overall net loss of staff car parking across the hospital site by meets wider objectives of encouraging more active and sustainable travel rather than reliance on private motor vehicles. It is therefore supported in principle.

Design, scale and appearance: The proposed structure would be five storeys high, and is considered acceptable for this location. The architectural detailing is considered acceptable, with use of screening along the northern and eastern elevations to provide visual interest when viewed from the public access roads.

Sustainability and energy: Details of an energy strategy are recommended to be conditioned as part of any forthcoming consent, to meet the London Plan targets of zero carbon.

Flood risk and drainage: The drainage strategy proposes attenuation tanks below ground to store flood water, and thus reduce surface water run off.

Trees and biodiversity: The proposal would lead to the loss of 18 trees within the site (including 5 category B (moderate) trees). One for one replacement tree planting elsewhere within the hospital site are recommended to be conditioned to any forthcoming consent.

Environmental health considerations: Air quality, noise and land contamination have been assessed, and environmental health officers have recommended conditions as appropriate to mitigate any impacts, including those arising from the construction process.

Transport: There will be a net decrease of 306 hospital staff car parking spaces from 1288 spaces to 982

spaces through the consolidation of existing staff car parking along the northern and eastern areas of the site into the multi storey car park and a change of the top floor of the existing multi-storey car park from staff parking to visitor parking. This net reduction is in line with current policies that support the use of sustainable and active modes of transport compared to reliance on private motor vehicles. A number of measures are recommended to be secured by condition (including Travel Plan, cycle parking details, car park management plan and details to prevent use of existing car parks identified to be lost by this proposal) to manage the impacts of overspill parking.

RELEVANT SITE HISTORY

There is no planning history that is directly relevant to this application.

CONSULTATIONS

Public Consultation

Site notices were posted within the vicinity of the applications site on the 28/01/2020.

The application was advertised in the press on 06/02/2020.

One comment was received neither objecting or supporting the planning application.

Summary of comment:

| Comments | Officer Response |
|---|---|
| Secure & safe cycle storage within the new development especially when the Hospital is claiming to encourage bicycle usage. | Details of cycling are proposed to be secured through a condition. |
| Removal of any trees as part of the development should be replanted by the Hospital in an appropriate location. Replacement trees should be maintained. | Details of replacement trees around the hospital grounds has been recommended as a condition. |

One objection was received during the course of the application.

Summary of comment:

| Comments | Officer Response |
|--|---|
| Concerns highlighted in relation to the height and scale of the development. | Refer to paragraphs 7 to 12 |
| Parking will be reduced and there is potential for parking on surrounding streets. | Refer to paragraphs 15 to 22 and paragraph 28 |

Internal Consultation:

Sustainability Officer – Noted that limited information on the energy centre set out in the application. Confirmed that due to the nature of the building as a car park there is no requirement for heating/cooling

strategy under part L of the Building Regulations

Environmental Health – Recommended a number of conditions in relation to control of construction noise and dust, contaminated land and non road mobile machinery.

External Consultation

Harrow Council – raised no objections to the proposal subject to a contribution to investigate the potential risk to the Highway Network within Harrow resulting from potential over-spill car parking.

GLA (including TfL comments) - Advised that while the application is supported in principle, it does not fully comply with the London Plan and London Plan Intend to Publish Version as set out below:

1. Principle of development: The rationalisation and replacement of the existing staff car parks and reduction of parking spaces across the Trust's land is supported in principle, however appropriate planning mechanisms to prevent the simultaneous use of the existing and additional parking should be secured.

2. Urban design: The proposed architecture and materials are acceptable given the nature of the development. A fire statement should be submitted.

3. Environment: Further information has been requested on the energy strategy. The proposals represent a reduction in car parking spaces and a reduction in vehicle trips and is not predicted to lead to adverse impacts on local air quality and is therefore supported. A construction dust risk assessment and compliance with non-road mobile machinery low emission zone should be secured by condition/obligation.

4. Transport: The provision of staff cycle parking and staff disabled parking should be secured by conditions/obligations. A Construction Logistics Plan, a Travel Plan and a Car Park Management Plan should be secured by condition/obligation.

The above matters are discussed within the remarks section below.

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 is comprised of the London Plan 2016, Brent Core Strategy 2010 and Brent Development Management Policies 2016.

Key policies include:

The London Plan 2016

2.13: Opportunity areas and intensification areas
5.2: Minimising carbon dioxide emissions
6.13 Parking
7.1: Lifetime neighbourhoods
7.4: Local character
7.14 Improving air quality

Brent Core Strategy (2010)

CP1: Spatial Development Strategy

Development Management Policies 2016

DMP 1: Development Management General Policy
DMP9B: On site water management and surface water attenuation
DMP 11: Forming an Access on to a Road
DMP 12 Parking

In addition, the Examination in Public for the Draft New London Plan has been completed and the Panel Report has been received by the GLA. The GLA have now released a "Intend to publish" version dated December 2019. This carries substantial weight as an emerging document that will supersede the London

Plan 2016 once adopted.

Key policies include

Draft London Plan "Intend to Publish" 2019

T1: Strategic approach to transport
T5: Cycling
T6: Car Parking
D1: London's form, character and capacity for growth
D2: Infrastructure requirements for sustainable densities
D12: Fire Safety
S11: Improving Air Quality
S12: Minimising greenhouse gas emissions
GG2: Making the best use of land
GG3: Creating a healthy city
SD1: Opportunity Areas

Brent's draft Local Plan

DMP 1: Development Management General Policy
BP4: North West
BNWGA1: Northwick Park Growth Area
BD1: Leading the Way in Good Urban Design
BG12: 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

DETAILED CONSIDERATIONS

1. The application is seeking planning permission for to construct a new multi-storey car park (MSCP) which would be situated within the hospital's boundaries. Building Z would be removed to facilitate the proposed MSCP. This building currently serves the Medical Physics facility and would be relocated into the existing void space on Level 7W which has been vacant. This space is currently being refitted for the Medical Physics team. The car park would include 697 staff car park spaces. The proposal is seeking to replace a number of existing staff car parks on the hospital site that is intended to be primarily re-developed as part of wider Masterplan proposals to deliver a large residential-led, mixed-use scheme at Northwick Park, brought together by the four principal landowners, under the One Public Estate (OPE) initiative, as follows:

- London Borough of Brent
- London Northwest Healthcare NHS Trust
- Network Homes Ltd
- University of Westminster

2. A total of 1003 existing staff car parking space are to be lost across the wider hospital site and these are summarised in the table below

| | |
|---|------------|
| Ring Road North | 148 spaces |
| Wolfson (where the proposed MSCP is proposed to be located) | 141 spaces |
| Paraxel | 23 spaces |

| | |
|---------------------------|------------|
| Boilerhouse | 9 spaces |
| Football pitch | 350 spaces |
| Social Club | 212 spaces |
| Existing MSCP (top floor) | 120 spaces |

3. The existing surface level staff car parks along the southern end of the hospital site (known as MRI/LB2, Golf Course, Theatre and Ring Road South & East) will be retained. These car parks accommodate 285 spaces in total. Overall there will be a net loss in staff car parking across the hospital site by 306 spaces from a total of 1288 spaces to 982 spaces. The top floor of the existing MSCP will be changed from staff parking to general hospital visitor parking.
4. The MSCP would re-provide necessary staff car parking that would be lost to the east and north of the site which is intended to be re-developed. The proposal would therefore aid in the overall objectives of the wider site allocation BNWGA1.
5. The wider Growth Area has been allocated for mixed used development within the emerging Local Plan. The objectives of the wider site allocation is to provide additional residential development to enable upgrades/ refurbishment to the existing and retained Northwick Park Hospital and University of Westminster facilities. A replacement sports pavilion, small amount of commercial floorspace, and possibly new small-scale non-acute medical facilities to also be provided on site. Capacity has been identified for circa 3,600 homes, of which 2,600 would be net additional.
6. The proposal also includes a void/space to accommodate a new energy centre for the hospital that would replace the outdated energy source supplying the hospital which is currently located north east of the site. Details of the energy centre would come forward as a separate planning application.

Design, scale and layout

7. The proposal would respond to the site levels at entrance and exit points, with ramps towards the centre of the plans. The entrance and exit points are in opposite corners, south east and north west of the new build which would lead to the main ring road of the hospital. The proposal would result in the re-routing of the service road running through the site. The service road would be re-positioned to the west of the new build. A space is provided to accommodate an energy centre and plant room area located along the southern portion of the development. This area would facilitate the ground floor and the first floor level of the building.
8. DMP1 outlines development will be acceptable provided it is of the of a location, use, concentration, siting, layout, scale, type, density, materials, detailing and design that provides high levels of internal and external amenity and complements the locality.
9. The proposal would be 5 storeys in height and would occupy the majority of the site. The proposed building would contain two staircase cores, with the north western core containing passenger lifts. The building would comprise of an expanded mesh material and aluminium cladding along the north and eastern elevations. A 5 storey structure is considered acceptable given the height of the built form west of the application site. The main hospital building is 11 storeys in height and drops down to 5 storeys south west of the application site. The student accommodation buildings further north of the site contain heights between 3 and 4 storeys. Therefore it is considered that the proposed development is of an appropriate height and scaled given the nature of the existing hospital building and surrounding buildings. Furthermore given the location and scale of the proposed development, it would not have a negative impact on the openness of the MOL situated further east.
10. The use of durable and attractive materials is essential in order to create development that is appealing, robust and sustainable and fits in with local character. The proposal would include vertical cladding with open air ventilation gaps between panels. Metal mesh panels would be added to certain facades and the main core. The proposal would also incorporate additional contrasting coloured cladding materials. The use of a different range of materials are considered a favourable approach and would not appear out of character in relation the existing surrounding buildings and built form within the greater vicinity of the application site. Further details of external materials are recommended to be conditioned to any

forthcoming consent.

11. A footpath would be included along the eastern and northern portion of the new build for pedestrian use.
12. The proposal is considered to accord with Policy DMP1 with regards to its scale, layout, design and appearance.

Impact on Amenities of surrounding occupiers

13. Given the context of the area there are no residential properties within the direct vicinity of the application site. The proposal would be approximately 108m from the residential flats further south-east of the site. Additionally the proposal would be positioned a substantial distance of approximately 150m from the student accommodation further north. In addition to this, the proposed structure would be situated a satisfactory distance from any potential residential development at the site to the east. The proposal is not considered to harm the residential amenities of any residential uses given the existing uses within the direct vicinity of the application site.
14. The proposal is considered to accord with policy DMP1 with regard to maintaining acceptable levels of amenity for surrounding occupiers.

Transportation considerations

Loss of staff car parking spaces

15. There are no specific parking standards for hospitals set out in Brent's Development Management Policies. The parking standards set out that for hospitals, these should be assessed individually due to the differing nature of the parking demands depending on the range of treatments offered. There will be a higher level of operational parking required than for other large institutions. A Travel Plan should be developed to ensure that visitor and employee parking is managed. Where existing hospitals are subject to developments or refurbishment, the existing levels of parking should be the starting point, with any additional requirements justified through a transport assessment.
16. As discussed above there will be a net decrease of 306 hospital staff car parking spaces from 1288 spaces to 982 spaces through the consolidation of existing staff car parking along the northern and eastern areas of the site into the multi storey car park and a change of the top floor of the existing multi-storey car park from staff parking to visitor parking. This net reduction is in line with current policies that support the use of sustainable and active modes of transport compared to reliance on private motor vehicles.
17. However, consideration does need to be given to the potential impact of overspill parking onto the surrounding road network as a result in the reduction in staff car parking.
18. The applicants have submitted a Car Parking Management Plan, which includes information on staff that are entitled to a parking permit and analysis of where they travel from. The document also includes outlines that the overall parking policy of the hospital aims to incorporate more sustainable modes of transport for staff travel (include a review of the entitlement of permits for staff). There are currently 2406 existing permit holders, 1155 are outside a 45 minute public transport travel time window. 1251 current permit holders are therefore within the 45 minute window and therefore will require to meet further criteria if their permits are to be retained. The Trust is of the opinion that it is highly likely that approximately two-thirds of this cohort of staff will be able to justifiably be granted a permit (e.g. Mobile workforce, On-call/Emergency attendances, staff for whom reasonable adjustments under Equality Act, etc.) and therefore approximately 425 of existing permits will be rejected. By nature of the deselection process, this cohort of Permit holders will also be made up of staff that work standard hours (Monday to Friday, 09:00 to 17:00). As the hospital is committed to promoting more sustainable modes of transport for its staff, the proportion of permit holders that would lose their permits that work during peak times and within 45 minutes public transport travel time, could realistically use alternative modes of transport. The NHS Trust is confident that the loss of 307 spaces consequential to the new staff Car Park and associated planned developments is both manageable and deliverable.
19. To be able to secure the promotion of sustainable modes of transport, a Travel Plan will need to be secured. This would need to provide baseline figures on current work travel patterns and targets to reduce reliance on private motor vehicles to allow travel by car to be reduced to not result in detrimental levels of overspill parking onto the surrounding road network. In addition, it should be noted that in the

context of the forecasted development within the Northwick Park Growth Area as identified within the emerging Local Plan (which proposes in the region of 2,600 new homes), any future applications for the wider masterplan would seek to secure contributions towards Controlled Parking Zones within the surrounding area, as seen in Wembley, Alperton and Burnt Oak/Colindale Growth Area. Such contributions would allow the Council to mitigate against the potential impact of overspill parking.

20. It is noted that Harrow has requested contribution to investigate the potential risk to the Highway Network within Harrow resulting from potential over-spill car parking. As discussed above, it is considered that measures set out within a Travel Plan will be sufficient to mitigate against overspill parking. Nevertheless, the boundary with Harrow is a distance away from the hospital site and the roads within Harrow that are closest to the hospital are already subject to CPZs that would prevent people parking throughout the day when at work. Therefore, it is not considered that the request for the contribution from Harrow can be justified in planning terms.
21. The submission includes information on travel to work by cycling but does not include other details, such as the facilities that are available for cyclists. Good quality facilities can help to increase the modal share for cycling, reducing the need for car parking. Details of cycling facilities are accordingly recommended to be secured through condition. This will include details on the location of staff cycle facilities across the wider hospital site, together with areas of expansion of future cycle facilities to reflect the target modes for cycle parking set out within the Travel Plan.
22. In summary, the proposed reduction in staff parking levels is considered to accord with development plan policy and is supported in principle subject to the proposed measures to reduce car use, including the changes to the parking permit allocation regime and improvement to cycling facilities, are secured in order to mitigate the potential impact of over-spill parking.

Access arrangements

23. The hospital grounds currently have a one-way road circulating around the hospital in an anti-clockwise direction, with only emergency service vehicles also able to go in a clockwise direction. The proposed access (from the east) and egress (to the north) to the car park takes this into account. As part of the wider masterplan proposals for the estate, the provision of a new two-way spine road to the north of the car park is envisaged as set out in site allocation.
24. The submission includes plans for both a pre-spine road layout and a post spine road layout. The proposal can work for both the existing highway arrangements north of the site and any highway improvements to this road. Based on this information, it appears that the new spine road would result in limited difference to the access and egress of the car park, as vehicles would still need to access the car park via the existing one-way road. It should be noted that while it may be beneficial to be able to access the car park from the new spine road, it is not necessary to make the proposal acceptable.
25. The proposals include a rerouting of a hospital service road which current crosses west to east. The multi-storey car park would cut off the eastern access, so it is proposed to divert it northwards towards the spine road along the western side of the multi-storey car park.
26. The plans include the provision of a pedestrian footway around the eastern and northern sides of the car park. These would comply with the minimum width of 2m, but further details are required of measures to ensure pedestrian priority across the vehicle accesses. Such details would be secured through condition.
27. Access to car park would be provided via an access point located along the south eastern portion of the site. The internal road layout of each level would utilise a one way system for cars to manoeuvre thought out the site. A total of 67 electrical charging points are proposed which occupy each floor. Two set of stair cores are proposed along the north western portion of the site and towards the south eastern portion of the site. Two lifts are also proposed to provide step free access to each level of the proposal. The electric vehicle charging points are recommended to be conditioned to any forthcoming consent.

Wider hospital parking

28. The proposed multi-storey car park is required to re-provide parking currently provided within the areas of the wider site that will form a part of the wider masterplan. As such, the new car park would need to be operational before the other car parking areas closed. However, those existing areas are outside of the site for the current application. To ensure that no more than the existing amount of car parking is being

provided at any one time, a condition is recommended to ensure that that all the other existing car parking areas are no longer used for parking before this car park is brought into use. The exception to this is the top floor of the existing multi-storey car park. The use of this for staff parking would need to cease prior to the use of the proposed car park commencing, after which time it would be used for hospital visitor parking.

Environmental Health Considerations

Contaminated Land

29. Phase 1 and phase 2 assessments were submitted as part of the application. These were reviewed by the Council's Environmental Officers who were satisfied with the findings of the reports. However, a gas remediation verification report was recommended to be approved by the Local Planning Authority and this is proposed to be secured through condition.

Construction Noise and Dust

30. The approval of a Construction Method Statement is also recommended to be secured through a planning condition. This will include a construction dust risk assessment accompanied with a dust management plan containing measures to control emissions during construction and demolition prior to commencement of work.

Non Road Mobile Machinery

31. Brent is currently part of the 'London low emission construction partnership'. Therefore the use of Non Road Mobile Machinery of net power between 37kW and 560kW is required to meet at least Stage IIIA of the EU Directive 97/68/EC and its amendments. This will apply to both variable and constant speed engines for both NOx and PM. A condition has been recommended.

Air Quality

32. An air quality assessment was submitted with the application. The report concluded that movements will reduce as a result of the reduction in car parking and that there will also be the introduction of electric vehicle charging points within the car park, then it is unlikely that this development will adversely impact on air quality. As a result, there is no requirement for additional air quality studies. Both the GLA and Brent's Environmental Health Officers were satisfied with information submitted on this basis.

Energy and Sustainability Considerations

33. It has been outlined that the outdated energy source for the hospital located further north east of the site need replacing. The application proposes a space for a new energy centre to the south of the car park building. Details of the energy centre will need to be considered as part of a separate planning application.

34. It has been outlined that the outdated energy source for the hospital located further north east of the site need replacing. The application proposes a space for a new energy centre to the south of the car park building. Details of the energy centre will need to be considered as part of a separate planning application.

35. The Greater London Authority have requested an energy assessment for the proposed development demonstrating how the scheme will achieve the zero carbon draft London Plan target. Energy use for the proposed development will be limited due to the nature of the proposed use. As such, it is recommended that the energy assessment is secured through condition.

Flood Risk and Drainage

36. A drainage plan was submitted with the application. This was required as the scheme is a major planning application and requires a Sustainable Drainage Assessment. It should be noted that the site does not lie within a flood zone as defined by the Environment Agency. The plan demonstrates that the proposed development would comprise of an attenuation tank that will be positioned below the MSCP. The principle of an attenuation tank is considered acceptable to restrict the flow of surface water flooding, however

further details of the measures are recommended to be conditioned to any forthcoming consent.

Trees

37. The location of the new multi storey car park will result in the loss of 18 trees, including the loss of 5 category B (moderate) trees. The tree officer has agreed to the loss of these trees subject to replacement 1:1 tree planting elsewhere within the hospital site. Such details are recommended to be secured as a condition to any forthcoming consent.

Fire Statement

38. The GLA have requested a fire statement in line with emerging policy D12. The MSCP will be accessible on two sides from the access road and therefore easily accessible by the fire brigade. Fire safety considerations are covered by Building Regulations. It is therefore not considered that a fire statement is necessary.

Equalities

39. 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 determining planning applications, consideration will be 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). The proposal may impact upon protected characteristics, for example in terms of the provision of housing for specialist needs and access to open space and recreation opportunities, and it is recommended that an Equalities Impact Assessment is carried out to support the outline masterplan application.

Summary

40. 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.

CIL DETAILS

This application is liable to pay **£1,850,837.14** * 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): sq. m.

Total amount of floorspace on completion (G): 15516 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) Sui generis | 15516 | | 15516 | £40.00 | £0.00 | £925,418.57 | £0.00 |
| (Brent) | | | 0 | £0.00 | £0.00 | £0.00 | £0.00 |
| (Mayoral) Sui generis | 15516 | | 15516 | £0.00 | £60.00 | £0.00 | £925,418.57 |
| (Mayoral) | | | 0 | £0.00 | £0.00 | £0.00 | £0.00 |

| | | |
|--|--------------------|--------------------|
| BCIS figure for year in which the charging schedule took effect (Ic) | 224 | 336 |
| BCIS figure for year in which the planning permission was granted (Ip) | 334 | |
| TOTAL CHARGEABLE AMOUNT | £925,418.57 | £925,418.57 |

*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: 19/4272

To: Mr Wills
Apcoa Parking
4-10 Cowley Road
Uxbridge
UB8 2XW

I refer to your application dated **02/12/2019** proposing the following:

Erection of a multi-storey car park on 5 levels for staff only, a separate plant/energy facility and associated works to access road at Northwick Park Hospital

and accompanied by plans or documents listed here:
Refer to condition 2

at **Northwick Park Hospital, Watford Road, Harrow, HA1 3UJ**

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: 09/03/2020

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:-
 - National Planning Policy Framework 2018
 - The London Plan 2016
 - Brent's Core Strategy 2010
 - Brent's Development Management Policies 2016
 - Brent's Supplementary planning Document 1: Design Guide for New Development 2018

 - Draft London Plan "Intend to Publish" 2019
 - Brent's draft Local Plan

- 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):

Drawing Numbers: _

AL(0)11 Rev. B, AL(0)10 Rev. B, 19-013/BH1, 19-013(90.4)004 Rev. A, 19-013(90.4)002 Rev. C, 19-013(90.4)004, 19-013(52)001 Rev. B, 19-013(43)03 Rev. F, 19-013(43)02 Rev. F, 19-013(43)01 Rev. G, 19-013(43)005, 19-013(43)004 Rev. C, NPH-PROPOSED CP, NPH-PROPOSED CP, NPH-EXISTING CP, AL(0)13 Rev. A, AL(0)12 Rev. A, 19-013(90.4)001

Supporting Documents

Arboricultural Impact Assessment prepared by Arborteerra Ltd

Car Park Management Plan prepared by Steer

Phase I Site Appraisal conducted by Patrick Parsons

Phase II Site Appraisal conducted by Patrick Parsons

Planning Statement prepared by SBAAKA Architects

Air Quality Assessment prepared by Air Quality Assessments

Design and Access Statement prepared by SBAAKA Architects

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

- 3 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 supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), 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 policies 5.3 and 7.14.

- 4 The Electric Vehicle Charging Points within the multi storey car park shall be provided in accordance with the details as identified on plans 19-013(43)01 Rev. G and 19-013(43)03 Rev. F prior to first use of the car park hereby approved, and thereafter retained throughout the lifetime of the development.

Reason: In the interests of air quality.

- 5 The multi storey car park hereby approved shall not be used for parking unless the use of the existing car parks denoted as "Ring Road North", "Wolfson", "Paraxel", "Boilerhouse", "Football pitch" and "Social Club" (as shown on Drawing No: NPH-EXISTING CP) has ceased and the use of the car park denoted as "Ex MSCP (Top Floor)" (as shown on Drawing No: NPH-EXISTING CP) for staff parking has ceased. Thereafter, no parking shall take place in the existing car parks as identified above for either staff, visitor or any other ancillary parking in connection with the NHS North West London Trust, other than "Ex MSCP (Top Floor)" which shall be used for visitor parking.

Reason: To prevent over provision of parking within the hospital site, in the interests of highway and pedestrian safety.

- 6 Prior to the commencement of the development, a Construction Method Statement which incorporates a dust management plan shall be submitted to and approved in writing by the Local Planning Authority outlining measures that will be taken to control dust, noise, construction traffic and other environmental impacts of the development. The approved statement shall be implemented throughout the duration of construction.

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

Pre-commencement reason: The condition seeks to exercise control over the construction phase of the development and therefore needs to be discharged prior to construction.

- 7 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 development shall thereafter be carried out in accordance with the approved construction logistics plan.

Reason: To ensure construction processes do not unduly prejudice the free and safe flow of local highways.

Pre-commencement reason: The condition seeks to exercise control over the construction phase of the development and therefore needs to be discharged prior to construction.

- 8 Prior to commencement of the development hereby approved, details of sustainable drainage measures to restrict the flow of surface water from the MSCP shall be submitted to and approved in writing by the Local Planning Authority. Such measures shall include details of the location of any attenuation tank and the restriction in the flow of surface water in litres per second to greenfield rates, unless otherwise agreed by the Local Planning Authority.

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

Reason: In the interests of controlling and reducing surface water run-off in line with policy DMP9B of Brent's Development Management Policies 2016.

Pre-commencement reason: The condition involves measures that need to be designed from the outset of construction works, and therefore needs to be discharged prior to construction.

- 9 Prior to commencement of development (excluding any demolition, site clearance and the laying of foundations), details of materials for all external work, including samples which shall be made available for viewing on site, shall be submitted to and approved in writing by the Local Planning Authority. 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.

- 10 Prior to commencement of the development hereby approved (excluding any demolition, site clearance and the laying of foundations), an Energy Strategy setting out measures to reduce carbon emissions for the proposal (including feasibility of measures to maximise provision of renewables (such as PV panels) and storage for electricity generation) shall be submitted to and approved in writing by the Local Planning Authority. The work shall be carried out in accordance with the approved details.

Reason: To ensure a satisfactory development which accords with the objectives of Policy 5.2 of the London Plan and Policy SI2 of the Intend to Publish London Plan.

- 11 Prior to commencement of development (excluding any demolition, site clearance and the laying of foundations), further details of the accesses points into the car park and pedestrian pathway running along eastern and northern boundary have been submitted to and approved in writing by the Local Planning Authority, and thereafter implemented in accordance with the approved details, such details shall include:

(a) Details of each access point with pedestrian priority.

(b) Plans demonstrating provision of a pedestrian footway around the eastern and northern sides of the car park with a minimum width of 2m.

Reason: In the interest of highway safety.

- 12 Any gas protection remediation measures required by the Local Planning Authority shall be carried out in full. No parking shall take place in the multi storey car park until 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.

- 13 Prior to first use of the multi storey car park hereby approved, details of any external lighting shall be submitted to and approved in writing by the Local Planning Authority. This shall include details of the lighting luminance levels. The lighting shall not be installed other than in accordance with the approved details.

Reason: In the interests of safety and the amenities of the area.

- 14 Prior to the first use of the multi storey car park hereby approved, a car park management plan

shall be submitted to and approved in writing by the Local Planning Authority. It shall include details of the following:

(a) Details of how the car park would be restricted for use by legitimate staff permit holders only

The car park shall thereafter be managed in full accordance with the approved car park management plan.

Reason: In the interest of sustainable transportation and to mitigate the potential impact of overspill parking on the surrounding roads.

- 15 The car park hereby approved shall not be used for parking unless a Travel Plan for the wider hospital has been submitted to and approved in writing by the Local Planning Authority and the approved travel plan is implemented in full. The travel plan shall include the following details:

Baseline figures for existing staff travel patterns, incorporate targets for minimising car use, monitoring of those targets and associated measures to meet those targets

Reason: In order to promote sustainable transport measures where on-street parking and manoeuvring may cause highway safety problems.

- 16 The car park hereby approved shall not be used for parking unless details of disabled staff parking spaces across the wider hospital site have been submitted to and approved in writing by the Local Planning Authority, and thereafter laid out in accordance with the approved details.

Reason: To provide satisfactory provision of disabled parking for staff.

- 17 The car park hereby approved shall not be used for parking unless details of cycle parking facilities reflecting the targets set out within the Travel Plan within the wider hospital site have been submitted to and approved in writing by the Local Planning Authority, and thereafter provided in accordance with the approved details.

Reason: In the interest of sustainable transportation and to mitigate the potential impact of overspill parking on the surrounding roads.

- 18 The car park hereby approved shall not be used for parking unless details of replacement of minimum of 18 trees within the wider hospital grounds (including species, location and densities) have been submitted and approved by the Local Planning Authority, and thereafter the trees have been planted in accordance with the agreed approved details.

Reason: To replace the loss of trees currently occupying the site.

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.

Any person wishing to inspect the above papers should contact Denis Toomey, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1620