



Planning Committee

Wednesday 9 December 2020 at 6.00 pm

This will be held as an online virtual meeting

Details on how to access the link in order to view proceedings will be made available online via the following link: [Democracy in Brent](#)

Membership:

Members

Councillors:

Kelcher (Chair)
Johnson (Vice-Chair)
S Butt
Chappell
Dixon
Kennelly
Maurice
J Mitchell Murray

Substitute Members

Councillors:

Ahmed, Dar, Ethapemi, Kabir, Lo, Sangani and Shahzad

Councillors

Colwill and Kansagra

For further information contact: Joe Kwateng, Governance Officer
joe.kwateng@brent.gov.uk; 020 8937 1354

For electronic copies of minutes, reports and agendas, and to be alerted when the minutes of this meeting have been published visit:
democracy.brent.gov.uk

Members' virtual briefing will take place at 5.00pm.

The press and public are welcome to attend this as an on online virtual meeting. The link to attend and view proceedings will be made available online via the following link: [Democracy in Brent](#).

Notes for Members - Declarations of Interest:

If a Member is aware they have a Disclosable Pecuniary Interest* in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent and must leave the room without participating in discussion of the item.

If a Member is aware they have a Personal Interest** in an item of business, they must declare its existence and nature at the start of the meeting or when it becomes apparent.

If the Personal Interest is also significant enough to affect your judgement of a public interest and either it affects a financial position or relates to a regulatory matter then after disclosing the interest to the meeting the Member must leave the room without participating in discussion of the item, except that they may first make representations, answer questions or give evidence relating to the matter, provided that the public are allowed to attend the meeting for those purposes.

***Disclosable Pecuniary Interests:**

- (a) **Employment, etc.** - Any employment, office, trade, profession or vocation carried on for profit gain.
- (b) **Sponsorship** - Any payment or other financial benefit in respect of expenses in carrying out duties as a member, or of election; including from a trade union.
- (c) **Contracts** - Any current contract for goods, services or works, between the Councillors or their partner (or a body in which one has a beneficial interest) and the council.
- (d) **Land** - Any beneficial interest in land which is within the council's area.
- (e) **Licences**- Any licence to occupy land in the council's area for a month or longer.
- (f) **Corporate tenancies** - Any tenancy between the council and a body in which the Councillor or their partner have a beneficial interest.
- (g) **Securities** - Any beneficial interest in securities of a body which has a place of business or land in the council's area, if the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body or of any one class of its issued share capital.

****Personal Interests:**

The business relates to or affects:

(a) Anybody of which you are a member or in a position of general control or management, and:

- To which you are appointed by the council;
- which exercises functions of a public nature;
- which is directed is to charitable purposes;
- whose principal purposes include the influence of public opinion or policy (including a political party or trade union).

(b) The interests a of a person from whom you have received gifts or hospitality of at least £50 as a member in the municipal year;

or

A decision in relation to that business might reasonably be regarded as affecting the well-being or financial position of:

- You yourself;
- a member of your family or your friend or any person with whom you have a close association or any person or body who is the subject of a registrable personal interest.

Agenda

Introductions, if appropriate.

Apologies for absence and clarification of alternate members

ITEM	WARD	PAGE
1. Declarations of interests Members are invited to declare at this stage of the meeting, the nature and existence of any relevant disclosable pecuniary, personal or prejudicial interests in the items on this agenda and to specify the item(s) to which they relate.		
APPLICATIONS FOR DECISION		
2. 20/0701 Land adjacent to Northwick Park Hospital, Nightingale Avenue, London, HA1 3GX	Northwick Park	5 - 72
3. 20/2033 Euro House, Fulton Road, Wembley, HA9 0TF	Tokington	73 - 126
4. 20/1424 100 Beresford Avenue, Wembley, HA0 1QJ	Alperton	127 - 170
5. Any Other Urgent Business Notice of items to be raised under this heading must be given in writing to the Head of Executive and Member Services or his representative before the meeting in accordance with Standing Order 60.		

Date of the next meeting: Wednesday 13 January 2021

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APPLICATIONS FOR DECISION

Introduction

1. In this part of the agenda are reports on planning applications for determination by the committee.
2. Although the reports are set out in a particular order on the agenda, the Chair may reorder the agenda on the night. Therefore, if you wish to be present for a particular application, you need to be at the meeting from the beginning.
3. The following information and advice only applies to reports in this part of the agenda.

Material planning considerations

4. The Committee is required to consider planning applications against the development plan and other material planning considerations.
5. The development plan for Brent comprises the following documents:
 - London Plan March 2016
 - Brent Core Strategy 2010
 - Brent Site Specific Allocations 2011
 - West London Waste Plan 2015
 - Wembley Action Area Plan 2015
 - Sudbury Town Neighbourhood Plan 2015
 - Saved 2004 Unitary Development Plan Policies 2014
6. Decisions must be taken in accordance with section 70(2) of the Town and Country Planning Act 1990 and section 38(6) of the Planning and Compulsory Purchase Act 2004. Section 70(2) of the Town and Country Planning Act 1990 requires the Committee to have regard to the provisions of the Development Plan, so far as material to the application; any local finance considerations, so far as material to the application; and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Committee to make its determination in accordance with the Development Plan unless material planning considerations support a different decision being taken.
7. Under Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects listed buildings or their settings, the local planning authority must have special regard to the desirability of preserving the building or its setting or any features of architectural or historic interest it possesses.
8. Under Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990, in considering whether to grant planning permission for development which affects a conservation area, the local planning authority must pay special attention to the desirability of preserving or enhancing the character or appearance of the conservation area.
9. Under Section 197 of the Town and Country Planning Act 1990, in considering whether to grant planning permission for any development, the local planning authority must ensure, whenever it is appropriate, that

adequate provision is made, by the imposition of conditions, for the preservation or planting of trees.

10. In accordance with Article 35 of the Development Management Procedure Order 2015, Members are invited to agree the recommendations set out in the reports, which have been made on the basis of the analysis of the scheme set out in each report. This analysis has been undertaken on the balance of the policies and any other material considerations set out in the individual reports.
11. Members are reminded that other areas of legislation cover many aspects of the development process and therefore do not need to be considered as part of determining a planning application. The most common examples are:
 - **Building Regulations** deal with structural integrity of buildings, the physical performance of buildings in terms of their consumption of energy, means of escape in case of fire, access to buildings by the Fire Brigade to fight fires etc.
 - Works within the highway are controlled by **Highways Legislation**.
 - **Environmental Health** covers a range of issues including public nuisance, food safety, licensing, pollution control etc.
 - Works on or close to the boundary are covered by the **Party Wall Act**.
 - **Covenants and private rights** over land are enforced separately from planning and should not be taken into account.

Provision of infrastructure

12. In accordance with Policy 6.5 of the London Plan (2015) the Mayor of London has introduced a London wide Community Infrastructure Levy (CIL) to fund CrossRail. Similarly, Brent Council's CIL is also payable. These would be paid on the commencement of the development.
13. Brent Council's CIL provides an income stream to the Council to fund (either in whole or in part) the provision, improvement, replacement, operation or maintenance of the following types of new and existing infrastructure:
 - public realm infrastructure, including town centre improvement projects and street trees;
 - roads and other transport facilities;
 - schools and other educational facilities;
 - parks, open space, and sporting and recreational facilities;
 - community & cultural infrastructure;
 - medical facilities;
 - renewable energy and sustainability infrastructure; and
 - flood defences,
14. except unless the need for specific infrastructure contributions is identified in the Section 106 Planning Obligations Supplementary Planning Document or where section 106 arrangements will continue to apply if the infrastructure is required to make the development acceptable in planning terms.
15. Full details are in the Regulation 123 List is available from the Council's website: www.brent.gov.uk.

16. Other forms of necessary infrastructure (as defined in the CIL Regulations) and any mitigation of the development that is necessary will be secured through a section106 agreement. Where these are necessary, it will be explained and specified in the agenda reports.

Further information

17. Members are informed that any relevant material received since the publication of this part of the agenda, concerning items on it, will be reported to the Committee in the Supplementary Report.

Public speaking

18. The Council's Constitution allows for public speaking on these items in accordance with the Constitution and the Chair's discretion.

Recommendation

19. The Committee to take any decisions recommended in the attached report(s).

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 December, 2020
03
20/0701

SITE INFORMATION

RECEIVED	26 February, 2020
WARD	Northwick Park
PLANNING AREA	
LOCATION	Land adjacent to Northwick Park Hospital, Nightingale Avenue, London, HA13GX
PROPOSAL	Full planning permission for demolition of existing buildings and structures on the site, all site preparation works for a residential led mixed-use development comprising 654 new homes, associated car and cycle spaces, a replacement nursery, retail space, associated highways improvements, open space, hard and soft landscaping and public realm works
PLAN NO'S	See 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 <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke</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.uk 2. Select Planning and conduct a search tying "20/0701" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

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. Definition of Phases: Phase 1 represents Blocks C1, C2, C3 and C4, main street and associated streets and landscaping; Phase 2 represents Block B1 and associated landscaping;
4. Affordable housing: Provision of 245 affordable units comprising:
 - a. 70 units for affordable rent at London Affordable Rent levels and 26 units for affordable rent at London Living Rent levels, in accordance with the Mayor of London's Affordable Housing Programme 2016-2021 Funding Guidance (dated November 2016) or the necessary guidance as it is updated and subject to an appropriate Affordable Rent nominations agreement with the Council, securing 100% nomination rights on first lets and 75% nomination rights on subsequent lets for the Council.
 - b. 38 units for affordable rent at rent levels not exceeding 80% of current market rents, and subject to an appropriate Affordable Rent nominations agreement with the NHS Trust and the Council, securing 100% nomination rights on first lets and 75% nomination rights on subsequent lets for the NHS Trust and cascaded rights for the Council.
 - c. 111 units for Shared Ownership, (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, and subject to an appropriate Shared Ownership nominations agreement with the Council, that secures reasonable local priority to the units).
 - d. In the event that the development does not commence within 24 months, an appropriate early stage review mechanism to secure additional on-site affordable housing, or an on-site provision of affordable housing that complies more closely with Brent's policy target affordable housing tenure split, as demonstrated achievable through financial viability assessments.
 - e. An appropriate mid stage review mechanism against the agreed base appraisal, assessing actual residential sales values, and securing any additional deferred affordable housing obligations as per an agreed formula. prior to occupation of 70% of units in Phase 1.
 - f. An appropriate late stage review mechanism against the agreed base appraisal, assessing actual residential sales values, and securing any additional deferred affordable housing obligations as per an agreed formula, prior to occupation of 70% of units in Phase 2.
5. Submission, approval and implementation of a Training and Employment Plan to provide opportunities for Brent residents during construction and operation stages.
6. Sustainability and energy
 - g. Detailed design stage energy assessment and initial carbon offset payment
 - h. Post-construction energy assessment and final carbon offset payment
 - i. BREEAM pre-construction assessment and post-completion certificate evidencing achievement of BREEAM 'Excellent' rating for commercial floorspace.
 - j. Commitment to connect to nearby district heat network should a suitable network become available in the future
7. Hospital energy centre & Multi-storey car park (LPA ref 19/4272) to be operational prior to commencement of works on site and retained as such
8. Submission, approval and implementation of traffic management and routing arrangements during

construction including for buses as required, securing retention of access to hospital facilities

9. Submission, approval and implementation of temporary arrangements for nursery provision during construction
10. Financial contributions:
 - k. To Brent Parks for upgrade of Northwick Park Pavilion (£500,000)
 - l. To Brent Parks for biodiversity enhancements on park edge (£10,000)
 - m. To Brent Highways for implementation of Controlled Parking Zones in the area (£200,000)
11. Residential and commercial Travel Plans to be submitted and approved prior to occupation, implemented and monitored, and parking permit restrictions to apply to all new residential units
12. Highway works to be completed prior to occupation or use of any buildings, either under reference 20/0700 or under reference 20/0677. Construction and adoption of main street through s38 agreement, connection to highway access and to PROW 100 route to Northwick Park Underground Station.
13. Feasibility study for works to upgrade Northwick Park Underground Station to be commissioned prior to material start and completed within nine months of commencement.
14. Relocation of cycle barriers in Northwick Park station subway.
15. Any other planning obligation(s) considered necessary by the Head of Planning.

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:

Conditions

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. Accessible and adaptable dwellings and wheelchair user dwellings to be implemented
6. Cycle and bin storage to be implemented
7. Water consumption limitation
8. Provision of communal aerial and satellite dish system for each building
9. Non-road mobile machinery power restriction
10. Drainage strategy to be implemented as approved

Pre-commencement

11. Phasing plan
12. Construction Method Statement
13. Construction Logistics Plan
14. Construction Environmental Management Plan
15. Arboricultural Method Statement

Post-commencement

16. Relocation of T & TTT Hospital facilities
17. Contaminated land investigation and remediation
18. Details of district heating network
19. Electric vehicle charging points
20. Fire strategy
21. Materials samples
22. Landscaping scheme
23. Tree planting schedule

24. Wind mitigation measures
25. PV panels
26. Balcony screening

Pre-occupation

27. Meanwhile use
28. Lighting, signage and wayfinding
29. Frontage and signage for commercial units
30. Plant noise assessment
31. Commercial kitchen emissions
32. Delivery and servicing plan
33. Cycle storage details
34. Car Park Management Plans
35. Bird Hazard Management Plan
36. Internal noise levels
37. Sound insulation measures

Post-occupation

38. Ecological monitoring surveys

Informatives

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

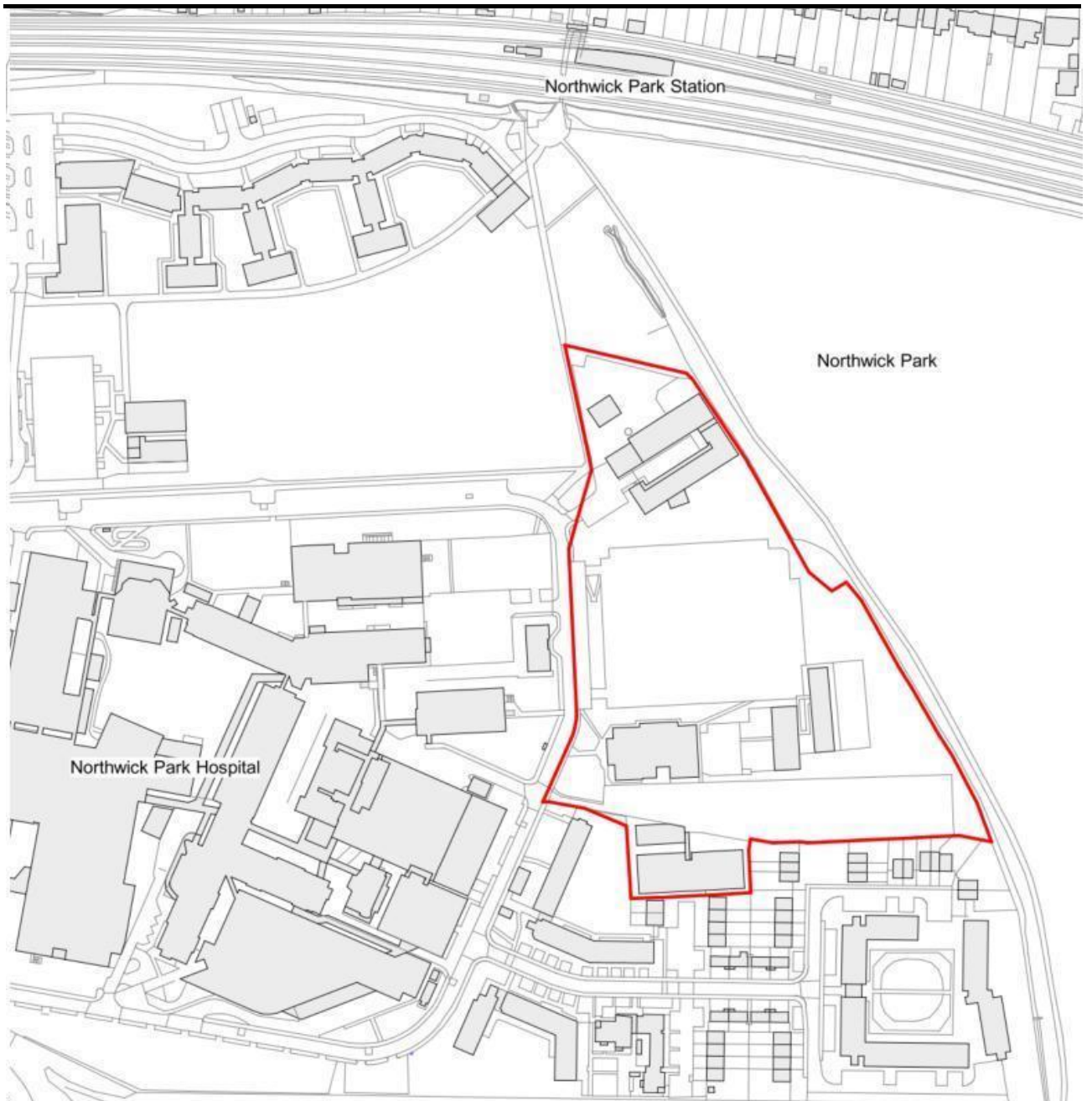
That the Head of Planning is delegated authority to make changes to the wording of the committee's decision (such as to delete, vary or add conditions, informatives, planning obligations or reasons for the decision) prior to the decision being actioned, provided that the Head of Planning is satisfied 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

	Planning Committee Map
	Site address: Land adjacent to Northwick Park Hospital, Nightingale Avenue, London, HA13GX © Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

PROPOSAL IN DETAIL

All of the existing buildings would be demolished to allow for the redevelopment of the site to provide five buildings of varying sizes:

- Block B1: comprising at ground floor 1,179sqm of flexible retail floorspace (Use Classes A1 and A3) and a nursery (Use Class D1) of 408sqm in area, with 140 residential units on upper floors;
- Block C1: comprising 261 residential units;
- Block C2: comprising 83 residential units;
- Block C3: comprising 85 residential units;
- Block C4: comprising 85 residential units.

Each block would have residential cycle storage and bin storage at ground floor, and Blocks C1, C2, C3 and C4 would also have residential car parking spaces at ground floor. First floor podium gardens would be provided for each block. The total number of residential units proposed is 654.

The proposal also includes hard and soft landscaping works, including the creation of a new north-south road to adoptable standards, areas of public realm including a neighbourhood green and linear rain garden, and vehicle and pedestrian routes between the buildings.

The development is envisaged as coming forward in two phases. Blocks C1, C2, C3 and C4 would form the first phase, consisting of 514 residential units. Block B1 would form the second phase, consisting of 140 residential units in addition to the flexible retail floorspace and nursery.

EXISTING

The site comprises a roughly triangular piece of land owned by Network Homes and containing a number of buildings providing ancillary hospital facilities (a boiler house and pump room, a staff social club, a nursery and a group of single storey buildings known as 'T Block' and currently providing accommodation for occupational health staff, together with surface level staff car parking.

Vehicle access to the site is provided from Watford Road via the Northwick Park Hospital ring road, and pedestrian access is available via a public right of way to the north of the ring road, from Northwick Park station and from the Pryors Path footpath in Northwick Park.

The site is bounded by green space owned by Brent Council to the north, the eastern section of the Hospital ring road and the main Hospital buildings to the west, Northwick Park to the east and residential properties to the south. The site, the Brent Council land and the residential properties all form part of the related outline application site (ref 20/0700).

The application site is not in a conservation area and does not contain any listed buildings. It does however contain areas of land that are liable to surface water flooding and part of the land to the east of the staff car park and nursery is designated as open space. The Brent Council land and Northwick Park are designated as Metropolitan Open Land.

AMENDMENTS SINCE SUBMISSION

Amended plans were received on 20 November 2020, showing minor changes to the layouts of residential units in response to comments from officers. These did not fundamentally alter the nature of the scheme, and did not require a further period of consultation.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Five letters of objection 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: Five neighbour objections have been received, raising concerns about the loss of green space, the scale of development, loss of biodiversity, loss of existing housing, increased traffic and

parking demand, and construction nuisance. These issues are considered at the relevant points in the report.

Principle of development: The proposal would provide a significant amount of new housing (654 new homes), together with small scale commercial units to serve local needs and a replacement nursery. A small area of protected open space would be replaced by more substantial areas of landscaped public open space. The loss of other existing uses is considered acceptable in this case and has been considered through the proposed Growth Area site allocation of which the application site forms part. A contribution of £500,000 to the upgrading of Northwick Park Pavilion would be secured to reflect the increased demand for community facilities arising from the new population. The proposal is acceptable in principle subject to other material planning considerations.

Affordable housing and housing mix: The proposal would provide 245 new affordable homes (comprising 70 units for London Affordable Rent, 38 intermediate rent units, 26 units at London Living Rent and 111 shared ownership units). This represents 39% affordable housing by habitable room, and the London Affordable Rent units in particular would be weighted towards family-sized homes. The applicant's Financial Viability Appraisal has been robustly reviewed on behalf of the Council and is considered to demonstrate that the proposal delivers beyond the maximum reasonable amount of affordable housing that the scheme can support. While the overall proportion of London Affordable Rented homes is not in line with the percentage specified in DMP15, it has been demonstrated that the scheme would deliver the maximum reasonable number of London Affordable Homes, but with additional Affordable Homes delivered, lowering the levels of profit associated with the scheme. These would be delivered as intermediate rented homes, London Living Rent homes and shared ownership homes. Whilst the overall proportion of family-sized homes do not comply with Brent's adopted or emerging policies in this respect, officers acknowledge that these requirements would further undermine the viability of the scheme and compromise its deliverability in this particular instance.

Relationship with surrounding area: The proposal would cause a very limited amount of harm to the openness of the Metropolitan Open Land of Northwick Park by virtue of its scale, height and bulk, however this would be outweighed by the planning benefits of the scheme. There would be no adverse impacts on the Ministry of Defence safeguarding zone or the Capital Ring network of footpaths. Visual impacts on surrounding townscapes have been considered in detail through the submission of a series of representative views, and are considered to be generally acceptable. The proposal would cause less than substantial harm to the settings of a number of Listed Buildings due to taller buildings becoming visible in those settings, but the planning benefits of the scheme are considered to outweigh this harm.

Impact on neighbouring residential properties: The proposed buildings would provide sufficient separation distances to retain privacy for existing residents and would not be detrimental to the outlook from existing properties. The impact on daylight to existing residential windows is considered to be minimal within the context of the overall scale and density of the scheme. Some overshadowing would occur to existing open amenity spaces, but this would be of a transient nature and of a degree that is considered commensurate with the scale of the proposal.

Design, scale and appearance: The proposal would consist of five buildings arranged in a coherent and legible layout, providing focal points, active frontages, gateways and different character areas to create a sense of place for the new community. Building heights would step down towards the boundary with Northwick Park and neighbouring housing, and are considered to be appropriate within the surrounding context. The architectural approach and materials would contribute towards a high quality development.

Residential living standards: The proposal would provide 654 new homes to comply with or exceed all relevant policies and standards, including a high proportion of dual aspect homes. A range of communal amenity spaces would be provided in addition to private balconies for all units, and notwithstanding a small shortfall against Policy DMP19 standards for some buildings, these would offer a high quality and variety of experiences including various play spaces, and would be supplemented by areas of landscaped public amenity space.

Wind microclimate: Future wind conditions have been predicted and would be generally suitable for the intended uses. Some instances have been identified where residential balconies would require mitigation measures to achieve the desired wind conditions and these would be secured by condition.

Green infrastructure and natural environment: The proposal would involve the loss of 44 trees on site, although none of these are of high quality. Trees along the boundary in Northwick Park would be protected and retained, and approx 208 new trees would be planted within the scheme to mitigate the loss of existing trees. The removal of trees and disturbance caused by construction work would lead to the temporary loss of habitat for birds and other wildlife but this would be compensated for by new tree planting and by a financial contribution of £10,000 towards off-site biodiversity enhancement measures. Further information on Urban Greening has been sought, but the proposal is considered to significantly increase the provision of green infrastructure on site.

Flood risk and drainage: The Flood Risk Assessment identifies small parts of the site and surrounding areas at risk of surface water flooding. However the proposed drainage strategy would deliver a significant reduction in overall discharge rates from brownfield to greenfield rates, and would have a significantly positive

impact on the overall flood risk to the site and surrounding area. Furthermore, the implementation of sustainable drainage measures such as blue and green roofs would improve the environmental impact of the development by reducing carbon emissions and providing ecological enhancement.

Sustainability and energy: The proposal would achieve a 39% reduction in carbon emissions for the residential development and a 49% reduction for the commercial element. This exceeds the on-site target reduction set out in London Plan Policy 5.2, and a contribution to Brent's carbon offsetting fund, estimated to be £671,910, would be secured to mitigate the impact of the residual emissions. The commercial floorspace would also achieve a BREEAM Excellent rating, in accordance with Brent Policy CP19.

Environmental health: Air quality, contaminated land, noise and vibration, external lighting and odour emissions from commercial kitchens have been assessed. Suitable conditions have been proposed to secure these matters.

Transport considerations: Access would be provided from Watford Road via a new two-way spine road in the place of the northern section of the existing Hospital ring road, and this would also deliver wider highway benefits. Access arrangements are not included in this application but would be secured through the s106 agreement. The road layout within the site would be designed for minimal vehicle traffic with a high quality environment for pedestrians and cyclists, and residential parking would be provided at a rate of 0.11 spaces per home. A contribution of £200,000 would be secured towards implementing Controlled Parking Zones in the area. Traffic generation and impacts on the local highway network are considered to be acceptable. The proposal would cause some additional capacity constraints at Northwick Park underground station, and a feasibility study would be secured through the s106 agreement to identify options for increasing capacity and providing step-free access at the station. Financial contributions towards station works and improved bus services would be secured against later stages of the associated outline application reference 20/0700.

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)
Non-residential institutions	3082	0	3082	412	-2670
Shops	0	0	0	1178	1178

Monitoring Residential Breakdown

Description	1Bed	2Bed	3Bed	4Bed	5Bed	6Bed	7Bed	8Bed	Unk	Total
EXISTING (Flats û Market)										
EXISTING (Flats û Social Rented)										
EXISTING (Flats û Intermediate)										
PROPOSED (Flats û Market)	139	223	47	0	0	0	0	0	0	409
PROPOSED (Flats û Social Rented)	12	12	44	2	0	0	0	0	0	70
PROPOSED (Flats û Intermediate)	60	92	14	9	0	0	0	0	0	175

RELEVANT SITE HISTORY

Related applications

20/0700. Outline Permission. Pending. _

Outline planning permission (with all matters reserved apart from the means of access) for demolition of existing buildings on site and provision of up to 1,600 units and up to 51,749 sqm (GIA) of new land use floorspace within a series of buildings, with the maximum quantum as follows:

- (Use Class C3) Residential: up to 1,600 units;
- up to 50,150m² floor space (GIA) of new student facilities including Student Accommodation, Teaching facilities, Sports facilities, and ancillary retail and commercial (Use Class A1, A2, A3)
- up to 412sqm floorspace (GIA) of a replacement nursery (Use Class D1)
- up to 1187sqm (GIA) of flexible new retail space (Use Class A1, A2, A3)

Together with energy centre, hard and soft landscaping, open space and associated highways improvements and infrastructure works

This application is subject to an Environmental Statement

20/0677. Full Planning Permission. Pending.

Full planning permission for junction improvement works to the A404 (Watford Road), and the widening of the existing Northwick Park Hospital spine road to allow two-way traffic; pedestrian and cycle improvements and associated landscaping and public realm works, and associated changes to access.

Previous applications within the site

The Hospital has been significantly altered and extended over the years. The following applications relate to development within the application site:

15/0516. Full Planning Permission. Granted. 19.06.2015.

Continued use of the single storey children's creche (Use class D1) with associated play area and perimeter fencing located adjacent to hospital car park.

15/0199. Full Planning Permission. Granted. 24.12.2015.

Erection of sub-station and installation of electrical generator with associated fuel storage tanks and security fencing on land located between the existing Social Club and Nursery.

12/3074. Full Planning Permission. Granted 22/05/2013.

Erection of an oxygen storage compound adjacent to P Block.

12/2734. Full Planning Permission. Granted 30/11/2012.

Erection of three new 22m boiler flues at the main boiler house at Northwick Park Hospital. The flues serve three combined oil and gas boilers which are to be refurbished and fitted with economizers which will save energy and reduce emissions.

09/2608. Full Planning Permission. Granted 23/02/2010.

Demolition of existing creche and erection of a single storey creche with associated play area and perimeter fencing adjacent to hospital car park

Previous applications within the Hospital grounds

The following applications relate to development elsewhere within the Hospital grounds:

19/4272. Full Planning Permission. Granted. 20/05/2020.

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.

19/4011. Full Planning Permission. Granted. 05/02/2020.

Relocation of MRI portcabin from rear of block Q to adjacent block K and a ground floor extension to Block Q.

16/4838. Full Planning Permission. Granted. 10/01/2017.

Erection of a single storey building for use as a shop (Use class A1) located by the main entrance to the A&E.

16/4780. Full Planning Permission. Granted. 05/01/2017.

Erection of external link walkway to front of Q block and associated internal works as temporary accommodation to house MRI scanning and patient waiting.

14/4508. Full Planning Permission. Granted. 25/02/2015.

Erection of part 4 to 5 storey building constructed over an existing substation and car parking located near Block J, providing ward accommodation on first, second and third floors along with an IDAR Unit, plant area, with ancillary cafe on the ground floor, a linked bridge to Block E, reconfiguration of parking area and associated landscaping, subject to a Deed of Agreement dated 25 February 2015 under Section 106 of the Town and Country Planning Act 1990, as amended.

13/1842. Full Planning Permission. Granted 21/08/2013.

Erection of a single storey building to house a high voltage intake room near Block U and the main ring road.

13/0728. Full Planning Permission. Granted 22/05/2013.

Construction of a new medical oxygen storage and supply compound near Block K and the MRI unit.

12/1615. Full Planning Permission. Granted 15/05/2014.

Demolition of existing single storey building and the erection of a part 1, part 2 and part 3 storey building in order to provide a new accident and emergency department on land adjacent to blocks G and E of Northwick Park Hospital. Proposal includes a partial realignment of the existing site access road the creation of new access roads, new ambulance and public drop off areas, pedestrian ramps and footpaths, plant room, new retaining walls and landscaping, and subject to a Deed of Agreement dated 13th May 2014 under Section 106 of the Town and Country Planning Act 1990, as amended.

11/2127. Full Planning Permission. Granted 14/11/2011.

3-storey extension and alterations to Block J to provide new operating theatres and associated plant room. Work includes building an undercroft over existing parking area and subject to a Deed of Agreement dated 14th November 2011 under Section 106 of the Town and Country Planning Act 1990, as amended

10/3171. Full Planning Permission. Granted 01/04/2011.

Erection of 3 electrical substations, an electrical intake building and roof mounted chillers to hospital site.

There have been various further historic planning applications relating to the hospital site itself, which do not directly relate to the application site.

CONSULTATIONS

Neighbour consultation

71 consultation letters were sent to adjoining and nearby owners and occupiers on 20 March 2020.

The application was advertised in the press on 26 March 2020 and site notices were posted on 25 March 2020. The application was advertised as being accompanied by an Environmental Statement and subject to a 30 day consultation period. The application was advertised as being accompanied by an Environmental Statement and subject to a 30 day consultation period. Site notices were posted by the southern entrance to Northwick Park Station, near the junction of the footpath from the Station and the Hospital ring road, near the existing residential properties on the outline application site, near the main entrance to the Hospital and University from Watford Road, near the western end of Northwick Avenue, and near the junction of Norval Road and The Fairway.

An objection was received from Cllr Perrin on the grounds of impacts on trees and ecological interests. These issues are covered in paragraphs 149 - 166 of the main report.

A total of nine objections from individual households have been received. The grounds of objections received refer to the following issues:

Comment	Officer response
Principle of Development	
Development on Greenbelt land	The designated Metropolitan Open Land (MOL) land would not be developed as a result of this planning application.
Loss of green space	The proposal would replace existing designated open space and provide high quality amenity space along with new public realm.
Loss of homes. Wrong to demolish recent development (Network Homes accommodation).	The proposal would not involve demolition of existing housing, which is proposed as part of a later stage in the outline proposal ref 20/0700.
Impact on character of surrounding area	
Issue with scale of development and that there is an existing shopping parade within close	The scale of development is considered appropriate in this location and the additional

proximity	retail units would be of a small scale to serve the local needs of the increased population.
Whilst the new blocks are well designed they will be higher than existing developments in the area, and have a visual impact at Northwick Park and residents on other side of railway line.	The proposed heights are considered to be in keeping with the height of the main Hospital and University buildings, and to make best use of the available land. The visual impacts on neighbouring residential areas have been assessed in the Townscape & Visual Impact Assessment. Please refer to the Heritage, townscape and visual impacts section of the report.
Affordable housing and housing mix	
Increased accommodation cost	Affordable housing would be secured through a S106 agreement. Please refer to affordable housing section of the report.
NHS Key worker displacement	The proposal would provide keyworker accommodation for staff working at Northwick Park Hospital. Please refer to affordable housing section of the report.
Transport considerations	
Increased traffic and parking demand	The application demonstrates that there would be no significant impacts arising from the development so as to result in undue harm in respect of traffic congestion or parking demand. Please refer to the transport section of the report for further details.
Additional traffic to the area and lack of parking for construction workers	A construction logistics plan will be secured as part of a condition to any forthcoming consent. This will include measures to promote non-car access to the site for construction workers.
Environmental health considerations	
Increased construction noise, pollution and dust	The application demonstrates that there would be no significant impacts arising from the development so as to result in undue harm in respect of noise and air pollution. Conditions would be attached in line with standard practice. Construction works and traffic would be managed through a construction management and logistic plan. Please refer to Environmental health section of the report for further details.
Ecology and biodiversity	
Loss of trees/wildlife/habitat	An Environmental Statement has been submitted with the application to demonstrate that there would be no significant impacts arising from the development so as to result in undue harm in respect of trees, wildlife, or habitat. Please refer to the Ecology and biodiversity section of the report for further details.
Flood risk and drainage	
Flood risk assessment does not adequately address the area as it is subject to regular	Local records show areas of the site and surrounding area are affected by surface water

flooding	flooding, which is not monitored by the Environment Agency but by the Local Lead Flood Authority (LLFA). The LLFA have been consulted and consider that the proposal would deliver significant improvements in this respect.
Other	
No consultation on planning application	Publicity was carried out in accordance with the Council's statutory duty. Neighbour consultation letters were issued, ten site notices were erected and an advertisement was placed in the local paper.
Brent consultee comments are not publically viewable	Internal consultee comments are discussed below, and in greater detail in the report.
Area is being transformed by outside developers for profit	Developer profit is not a material planning consideration.

External and statutory consultees

Greater London Authority (GLA) and Transport for London (TfL)

The GLA Stage 1 response states that the application does not fully accord with the London Plan and the Mayor's Intend to Publish London Plan, although possible remedies are identified that could address this:

- **Principle of development:** The proposed optimisation of the site and the contribution to housing targets is supported. While the proposed replacement nursery and small quantum of commercial land uses are supported in principle, further clarification is required in respect of the existing and proposed social infrastructure, to ensure there is no net loss generated as part of the proposed development and to ensure the proposed facilities meet identified need. This clarification should address the loss of social infrastructure from the existing site as well as the reduction in the size of the proposed nursery site.
- **Affordable housing:** The proposals comprise 39% affordable housing by habitable room subject to grant funding, with a 28/72 tenure split, in favour of intermediate housing. The submitted viability information is being scrutinised to ensure the maximum quantum and affordability of affordable housing. Early, mid and late stage viability review mechanisms should be secured. Affordability levels for shared ownership and low cost rent units should be confirmed and secured. The need for and provision of key worker housing should be clarified.
- **Design and heritage:** The design, layout, height and massing of the scheme is supported. Further detail is required in relation to play space, fire safety and Agent of Change. The proposal will result in less than substantial harm to nearby designated heritage assets, which could be outweighed by public benefits, subject to the independent verification of the viability position as the maximum viable level of affordable housing.
- **Transport:** Capacity improvements to Northwick Park Underground Station must be addressed as well as contributions towards the provision of adequate bus services and infrastructure within the site. Issues with modelling need to be addressed. Improvements for walking and cycling are required to positively contribute to the Mayor's targets for sustainable travel.
- **Energy:** Further information is required in respect of the energy strategy. Detailed technical comments in respect of energy have been circulated to the Council under separate cover to be addressed in their entirety.
- **Water efficiency:** Water efficiency information should be provided for the residential and non-residential components on the development.
- **Urban greening:** The UGF should be calculated and provided for the masterplan as a whole, the masterplan area excluding the detailed highways application site, and for the detailed application site area. The UGF should be accompanied by drawing(s) showing the surface cover types used for the calculation. The UGF target score of 0.4 should be met for a predominantly residential development when the detailed highway application area is excluded.
- **Trees:** Details of how many trees will be replaced should be provided as well as evidence that the proposed trees provide adequate replacement based on the existing value of the trees removed using an appropriate valuation system.

Transport for London (TfL) also provided more detailed comments:

- Secure the provision of car parking, EVCP provision, disabled parking fully in line with London Plan car parking standards.
- Secure the implementation of Car Park Design and Management Plan; and impose restriction to exempt further residents from applying for local CPZ permits.
- Secure the design and approval of cycle parking fully in line with the London Plan cycle parking standards and London Cycle Design Standards (LCDS).
- Continue to work with TfL on reviewing local highway capacity impact assessment.
- Secure adequate bus stops/ bus stands on site as well as contribution toward increase service capacity.
- Continue to work with TfL/ London Underground to develop and deliver mitigation to address station capacity issues on Northwick Park Station.
- Continue to work with local council to deliver local pedestrian, cycling and public realm improvements considering the outcome of the ATZ assessments.
- Review the Framework Travel Plan considering the comments made and secure the final submission of detailed Travel Plans for all parts of the proposals.
- Review the proposed servicing arrangement to enable off-street servicing where possible; and secure the detailed submission of DSP.
- Secure the submission and implementation of Construction Logistics Plan (CLP), produced in line with latest TfL's CLP guidance.

The applicant has responded to the issues raised by the GLA within the Stage 1 response and additional comments from TfL, and these issues have been discussed within the relevant sections of this report.

University of Westminster

No objection. The reasons for supporting the scheme include the provision of education and employment opportunities, housing, public realm improvements, and creation of new community environment.

London Borough of Harrow

No objection. Following recommendations made:

- Height of the proposed taller buildings should be reduced to limit impact and intrusiveness into open views out from Harrow on the Hill as it could undermine the open setting of the Hill by having a group of relatively tall buildings in close proximity to it.
- It would be helpful to have some of the protected views out from the Hill marked up to enable fuller analysis.
- A contribution towards the associated costs of an investigation and possible implementation of controls is required.
- Compensatory flood storage and flood resilience information for the construction of the buildings to be provided.

These issues are discussed in the relevant sections of the report.

NHS (Clinical Commissioning Group)

No objection. NHS Trust advised that any future redevelopment of the Hospital site would not be impacted by releasing adjoining land for housing. The Trust are able to develop the site in the future in a pragmatic way. Further clarification and detail was sought regarding the following matters:

- Further detail of public routes through to Northwick Park Tube station required, improved signage and safe route identified for patients who walk to the station.
- Any CIL funding obtained should be earmarked for London North West University Healthcare NHS Trust development of Northwick Park hospital.
- Any new retail units within the development should complement those already provided at the hospital.
- Clarification requested regarding proposed keyworker accommodation for staff working at Northwick Park Hospital.

The applicant has responded to the issues raised by the NHS and these issues have been discussed within the relevant sections of this report.

Sport England

No objection. Recommends use of CIL funding to deliver new and improved facilities for sport to address the

sporting needs arising from the development and needs identified in Brent's Infrastructure Delivery Plan.

Ministry of Defence

No objection. Recommend that conditions are attached related to bird nesting and refuse provision.

Secure by Design officer

Concerns during pre-application process regarding relocation of sports pavilion, which is no longer proposed. Advice provided on layout of site and other issues, which have been addressed in the proposals submitted.

Environmental Health

No objection subject to conditions to secure Construction Method Statement, control of Non Road Mobile Machinery emissions, Internal Noise Levels, Plant Noise Levels, Contaminated Land Investigation, Remediation and verification, Lighting scheme, Extract ventilation system and odour control equipment

Parks Service

No objection subject to financial contributions to upgrade of Northwick Park Pavilion and biodiversity enhancement within Northwick Park. These matters are discussed within the main body of the report below.

Sustainability and Energy

No objection subject to conditions and s106 obligations.

Lead Local Flood Authority

No objection. The proposal would include sustainable drainage measures, reduce run-off rates and contribute to reducing flood risk in the wider area.

Environment Agency

No comment.

Thames Water

No objection. Recommend that conditions are attached related to drainage infrastructure.

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.

Consultation with the local community included public consultation events held in June and October 2019, in the form of exhibitions including information boards and a scale model of the proposals. The events were open to the wider community and public in the area, members, and staff from the hospital, the university, and existing residents. Due to the large number of potentially affected community groups the project team held a dedicated stakeholder drop in event in addition to the public consultation events. Existing residents of the wider outline site, who are Network Homes' tenants, with many also being employed by the Trust, were among the first to hear about the proposals, and were invited to an additional consultation event held a day ahead of the stakeholder consultation event.

A website for the development was also created at www.NorthwickParkOPE.com, providing contact details to allow residents and other stakeholders to get in touch to ask questions and make comments, especially for those who were unable to attend the public consultation events.

Phase 1 of the public consultation comprised four drop-in events held at the Northwick Park Hospital Social Club from 25 – 29 June 2019 to avoid public holidays and school holidays. Letters of invitation were sent to 6,159 residential properties including existing residents on the outline site and local businesses, and key community groups, Councillors and MPs were also invited. An advertisement promoting the public consultation events was placed in the 20 June edition of the Harrow and Kilburn Times. The project team worked with LB Brent's social media team to further promote the public consultation events online. The project website, which was included on the resident invitation, provided details of the public consultation events and an online map to find the venue. In total 244 individuals attended these events.

Phase 2 of the public consultation again comprised four events at the Northwick Park Hospital Social Club, held between 9 – 12 October to avoid public and school holidays. Local residents and businesses were again

invited by letter, and emails were sent to the same key community and political stakeholders and to those who provided e-mails at the phase 1 consultation events. Another advertisement was placed in the 4 October edition of the Harrow and Kilburn Times. Again, the project website, which was included on the invitation, provided details of the public consultation events and an online map. In total 149 individuals attended consultation events in phase 2.

The applicant has also held formal pre application consultation with Brent officers and the GLA, and has engaged widely with other stakeholders. The proposals have also been informed by Design Reviews by the Centre for Architecture and the Built Environment (CABE); an independent and impartial process for evaluating the quality of significant developments to ensure the highest quality of development.

POLICY CONSIDERATIONS

For the purposes of Section 38(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the 2010 Brent Core Strategy, the 2016 Brent Development Management Policies DPD, the 2011 Site Specific Allocations DPD and the 2016 London Plan (Consolidated with Alterations since 2011).

London Plan 2016

2.6	Outer London: vision and strategy
2.8	Outer London: transport
2.18	Green infrastructure: the multi-functional network of green and open spaces
3.3	Increasing housing supply
3.4	Optimising housing potential
3.5	Quality and design of housing developments
3.6	Children and young people's play and informal recreation facilities
3.7	Large residential developments
3.8	Housing choice
3.9	Mixed and balanced communities
3.10	Definition of affordable housing
3.11	Affordable housing targets
3.12	Negotiating affordable housing on individual private residential and mixed use schemes
3.13	Affordable housing thresholds
3.15	Coordination of housing development and investment
3.16	Protection and enhancement of social infrastructure
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.5	Decentralised energy networks
5.6	Decentralised energy in development proposals
5.7	Renewable energy
5.9	Overheating and cooling
5.10	Urban greening
5.11	Green roofs and development site environs
5.12	Flood risk management
5.13	Sustainable drainage
6.3	Assessing effects of development on transport capacity
6.7	Better streets and surface transport
6.9	Cycling
6.10	Walking
7.1	Lifetime neighbourhoods
7.2	An inclusive environment
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.7	Location and design of tall and large buildings
7.8	Heritage assets and archaeology
7.13	Safety, security and resilience to emergency
7.14	Improving air quality
7.17	Metropolitan Open Land
7.18	Protecting open space and addressing deficiency

- 7.19 Biodiversity and access to nature
- 7.21 Trees and woodlands

Brent Core Strategy 2010

- CP1 Spatial Development Strategy
- CP2 Population and Housing Growth
- CP5 Placemaking
- CP6 Design & Density in Place Shaping
- CP14 Public Transport Improvements
- CP15 Infrastructure to Support Development
- CP17 Protecting and Enhancing the Suburban Character of Brent
- CP18 Protection and Enhancement of Open Space, Sports and Biodiversity
- CP19 Brent Strategic Climate Change Mitigation and Adaptation Measures
- 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
- DMP7 Brent's Heritage Assets
- DMP8 Open Space
- DMP9a Managing Flood Risk
- DMP9b On Site Water Management and Surface Water Attenuation
- DMP10 Capital Ring
- DMP11 Forming an Access on to a Road
- DMP12 Parking
- DMP13 Movement of Goods and Materials
- DMP15 Affordable Housing
- DMP18 Dwelling Size and Residential Outbuildings
- DMP19 Residential Amenity Space

Furthermore, the council is currently reviewing its Local Plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. At its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. 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.

The draft London Plan has recently been subject to an Examination in Public, and is at the intend to publish stage.

These documents collectively carry increasing weight in the assessment of planning applications as they progress through the statutory plan-making processes. Relevant policies are:

Draft New London Plan (Intend to Publish Version) 2019

- GG1 Building strong and inclusive communities
- GG2 Making the best use of land
- GG3 Creating a healthy city
- GG4 Delivering the homes Londoners need
- D1 London's form, character and capacity for growth
- D2 Infrastructure requirements for sustainable densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public realm
- D9 Tall buildings
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- H1 Increasing housing supply

H4	Delivering affordable housing
H5	Threshold approach to applications
H6	Affordable housing tenure
H7	Monitoring of affordable housing
H10	Housing size mix
S1	Developing London's social infrastructure
S3	Education and childcare facilities
S4	Play and informal recreation
S5	Sports and recreation facilities
E11	Skills and opportunities for all
HC1	Heritage conservation and growth
HC3	Strategic and Local Views
G1	Green infrastructure
G3	Metropolitan Open Land
G4	Open space
G5	Urban greening
G6	Biodiversity and access to nature
G7	Trees and woodlands
SI1	Improving air quality
SI2	Minimising greenhouse gas emissions
SI4	Managing heat risk
SI5	Water infrastructure
SI12	Flood risk management
SI13	Sustainable drainage
T1	Strategic approach to transport
T2	Healthy streets
T3	Transport capacity, connectivity and safeguarding
T4	Assessing and mitigating transport impacts
T5	Cycling
T6	Car parking
T6.1	Residential parking
T6.5	Non-residential disabled persons parking
T7	Deliveries, servicing and construction
T9	Funding transport infrastructure through planning

Draft Local Plan (Regulation 19 version)

DMP1	Development management general policy
BP4	North West
BNWGA1	Northwick Park Growth Area
BD1	Leading the way in good urban design
BD2	Tall buildings in Brent
BH1	Increasing housing supply in Brent
BH5	Affordable housing
BH6	Housing size mix
BH13	Residential amenity space
BSI1	Social infrastructure and community facilities
BE4	Supporting strong centres diversity of uses
BHC1	Brent's Heritage Assets
BHC2	National Stadium Wembley
BGI1	Green and blue infrastructure in Brent
BGI2	Trees and woodlands
BSUI1	Creating a resilient and efficient Brent
BSUI2	Air quality
BSUI3	Managing flood risk
BSUI4	On-site water management and surface water attenuation
BT1	Sustainable travel choice
BT2	Parking and car free development
BT3	Freight and servicing, provision and protection of freight facilities
BT4	Forming an access on to a road

The following are also relevant material considerations:

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

Background

1. An outline planning application has been submitted for the redevelopment of a larger site also including land parcels owned by the University of Westminster, the NHS Trust and Brent Council (ref 20/0700), of which the proposed development would form Phases 1 and 2a. A full planning application has been submitted for highway improvements and works to the Hospital spine road owned by the NHS Trust to create a two-way spine road to adoptable standards that would provide access into the site from Watford Road (ref 20/0677) and these access arrangements are also included as part of the outline application. The three applications are complementary and would be linked together through an overarching s106 agreement.
2. The application is made on behalf of Network Homes, one of the four landowners working together under the One Public Estate programme to redevelop the outline site.

Environmental Impact Assessment

3. The application is accompanied by an Environmental Statement (ES). The Council's Scoping Opinion, issued on 16 September 2019, reflected consultation with statutory consultees as identified in the EIA Regulations 2018, and identified a number of topics for consideration as part of the ES. These are addressed in separate chapters of the ES, supported where necessary by technical appendices and identifying mitigation measures for any adverse impacts. The topics below are considered in more detail in the relevant sections of this report as follows:

Topic	Addressed in report paragraphs
Air Quality	185 - 187
Built Heritage	65 - 88
Climate Change	39, 147, 165, 181, 192, 248
Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare	89 - 103. Solar glare has not been assessed for this application due to the distance of the site from the railway line.
Ecology and Biodiversity	157 - 168
Health; Noise and Vibration	191 - 193
Socio-Economics	35 - 39
Townscape and Visual Impact Assessment	65 - 88
Traffic and Transport	196 - 248
Wind Microclimate	147 - 150

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- The ES also summarises the evolution of the scheme design, in order to illustrate that the comparative environmental impacts of other ways of developing the site have been assessed. In addition, Chapter 13 of the ES considers the likelihood of intra-project effects, or interactions between multiple individual effects (such as between noise, air quality and traffic on a receptor's amenity). The interaction between heritage, townscape character and representative views would have a minor adverse or moderate adverse impact during demolition and construction, however these would be short-term impacts and are considered to be intrinsic to the development process. The impacts of interactions between ecological receptors in response to the various aspects of ecological enhancement are considered to have a minor beneficial impact.

Principle of development

Residential-led development and delivery of proposed Growth Area

- The site is part of the proposed Northwick Park Growth Area in the draft Local Plan (Site allocation BNWGA1), which is expected to provide 2,600 net additional homes over the plan period including specialist accommodation to meet identified needs. The Growth Area also includes the remaining parts of the Hospital, together with existing residential accommodation to the south of the site and the University campus, and the Growth Area allocation is intended to stimulate improved Hospital and University facilities, a replacement sports pavilion and a small amount of commercial floorspace in addition to new housing.
- The application would provide 654 new homes, together with retail floorspace in Use Class E (formerly Use Classes A1/A2/A3) and a nursery to replace the existing facility on the site. Road access from Watford Road via conversion of part of the existing Hospital ring road system into a two-way spine road is proposed as part of the outline application but also independently under the application ref 20/0677, and completion of this access to adoptable standards prior to occupation or use of this application would be secured through the s106 agreement.
- Brent's emerging Policy BH3 seeks the provision of Build to Rent housing in growth areas and large developments, in order to encourage increased housing delivery and provide a wider choice of housing within Brent. However, it is noted that substantial numbers of Build to Rent properties are being provided in more central parts of the Borough. In this case the application site has been acquired by Network Homes, a registered provider of social housing, with a view to redeveloping it for housing. Therefore it is not considered necessary to encourage housing delivery by requiring Build to Rent housing, whilst the proposed mix of tenures across this site and the outline application site (including student accommodation) is considered to provide an adequate range of housing types to suit the location. However, an element of Build to Rent accommodation could be proposed as part of the outline application under reserved matters.
- Brent's emerging Policy BH8 also seeks at least 10% of additional dwellings in Growth Areas to be delivered as specialist older people's accommodation. This policy can be given some (albeit limited) weight at present). Whilst this form of housing is not proposed within the application, it is recommended that an assessment of the specific local need for this form of accommodation is provided as part of reserved matters for the outline application site and that appropriate proposals for such accommodation are made at that stage.
- The outline application submitted in parallel with this application also seeks permission for the redevelopment of this site, which forms Phases 1 and 2a of the outline application (Phase 1 being Blocks C1, C2, C3 and C4 as proposed in this application, and Phase 2 being Block B1 in this application). However, the outline application, if granted permission, would be subject to a further stage of detailed plans being submitted and approved under reserved matters before development could proceed. This application, in effect, could be seen as comprising the reserved matters stage for these two phases of the outline application. However this application could also be implemented independently of the outline permission.
- The residential-led redevelopment of the site would aid regeneration by intensifying currently under-used public land and would assist in boosting housing supply and is supported in principle by the Growth Area designation, subject to acceptable means of access being provided and other material planning considerations.

Proposed retail uses

11. Brent's Policy DMP2 requires proposals involving 500sqm or more of gross retail floorspace outside of town centres that do not accord with the local plan to be accompanied by a retail impact assessment. This policy aims to ensure that the viability and vitality of town centre retail frontages is not compromised by competing facilities outside of town centres, in accordance with the principles set out in the NPPF. However, in this case the proposed Growth Area site allocation does allow for a small amount of commercial floorspace within the site.
12. The proposal would include 1,372sqm of flexible retail floorspace, which would be provided as four separate units within the ground floor of Block B1. These are identified on the plans as being a 'gastro-eatery' restaurant, a café, convenience store and retail unit and, whilst other permutations could also be provided, the landscaping proposals for this and the outline application site envisage the area to the north of the building being used for outdoor seating to support the restaurant / café use. This area would look onto the Brent triangle land, which is proposed to be relandscaped to include a play area as phase 2b of the outline application proposals. The combination of outdoor seating and commercial frontages would activate the streetscene and provide a focal point for residents and visitors at the junction of the proposed spine road, the main street through the development and the pedestrian route from Northwick Park station.
13. It is noted that small retail outlets are already available within the main Hospital buildings. However these primarily cater for visitors, staff and patients, and are not considered suitable to serve the day-to-day needs of local residents. They would continue to serve these groups within the Hospital, particularly for those arriving from Watford Road who would find it less convenient to visit the retail units in the development, and it is not considered that providing additional retail units to serve the new population would compromise their operation in any way.
14. The quantum of retail floorspace proposed is considered to be appropriate to serve the local needs of the new community without attracting footfall away from Kenton Town Centre, and would be in accordance with the principles set out in the proposed site allocation. In order to guard against periods of vacancy leading to inactive frontages, a meanwhile use strategy is recommended to be required by condition. This would allow alternative uses of the units, such as community uses, to be considered on a temporary basis.

Loss of existing uses on site

15. The proposed Growth Area site allocation envisages the comprehensive redevelopment of the site as described above. This establishes the principle that existing uses on site would be reprovided within the development where necessary and that the loss of other uses can be accepted in order to facilitate the development. However, a brief summary of the uses that would be lost is given below.
16. The proposal would lead to the loss of 594 staff car parking spaces serving Northwick Park Hospital, located in the surface level parking areas on the site. However, parking for Hospital staff will be reprovided in a new multi-storey car park providing 697 spaces within the retained hospital site (this is the subject of a separate application on behalf of the NHS Trust, reference 19/4272, which was granted permission on 20 May 2020 and was under construction at the time of the officer's site visit in August 2020). The provision of the new car park prior to redevelopment of this site would be secured through the s106 agreement, and the Car Park Management Plan for that application states that the use of these existing parking areas will cease from 1 March 2021, regardless of any redevelopment proposals that may be approved. The number of parking spaces available to the Hospital will be reduced overall as a result of the consolidation of parking areas approved under reference 19/4272, and this was considered to be acceptable in the context of encouraging more sustainable modes of transport. Wider parking impacts of the proposed development are considered in paragraphs 204-211 of this report.
17. The boiler house and ancillary facilities on the site are in the process of being decommissioned. A new energy centre to serve the Hospital was also part of the proposals approved under reference 19/4272, and a further application for the installation of the necessary plant and equipment is currently under consideration (reference 20/3152). Consequently there is no objection to the demolition of the boiler house and ancillary facilities.
18. The staff social club is not proposed to be reprovided as the Trust no longer wishes to support social facilities involving consumption of alcohol. Brent's Policy CP23 seeks to retain existing community

facilities, however emerging Policy BSI1 provides a set of criteria to assess any loss of existing facilities. The proposal is considered to comply with emerging policy as the building is specifically for the use of NHS staff and therefore its loss would not be detrimental to the wider community in terms of the availability of such facilities. Furthermore, dedicated social facilities for NHS staff could if required be provided within the retained Hospital grounds. The building is dated, offers poor quality accommodation and is in a poor state of repair, and there are no objections in principle to its demolition.

19. A string of single-storey temporary buildings known as T Block / TTT block have previously been used as a nursing school and currently house occupational health staff of the Hospital (two employees). However, these buildings are of small scale and poor quality, and staff relocation within the main Hospital buildings would take place prior to demolition of the buildings. There is no objection to the loss of these facilities, however further information to clarify how they would be relocated within the main Hospital buildings would be required by condition.

Reprovision of nursery

20. The existing nursery on site consists of two single-storey portacabins with a total floorspace of 816sqm, and a grassed area of approx 600sqm providing external play space, located in between areas of car parking and adjacent to a substation. Temporary permissions have been granted on an ongoing basis for the nursery use, the most recent being granted in 2015 for a period of five years. Although there have been proposals made in the past to relocate nursery provision within the main Hospital buildings, the nursery is open to local residents as well as to Hospital staff. In 2019 the nursery was in use by 70 children (full-time equivalent), however numbers have been decreasing over the previous five-year period and the nursery has been consistently under-utilised, operating at approx 50% of its capacity of 140 children. The buildings would be demolished to facilitate the redevelopment of the site and there is no objection to this in principle, subject to adequate replacement provision being made and arrangements for temporary provision during the construction period.
21. All parents of 3 to 4 year olds are entitled to government funded childcare for 15 hours per week, whilst working parents and those on Universal Credit are (subject to other eligibility criteria) entitled to 30 hours per week of funded childcare. In some circumstances, parents of 2 year olds are also entitled to 15 hours per week of funded childcare. Parents may choose to access additional childcare provision at their own expense, and childcare providers take these factors into account in assessing the viability of new or expanded nursery provision. The Council has a duty to ensure that sufficient childcare is available to meet the demand for funded places.
22. However, Brent's Childcare Sufficiency Assessment 2018 indicates that there is currently a high volume of vacancies across the borough equating to a vacancy rate of 22% based on the total number of places for which providers are registered. Northwick Park ward is identified as having the lowest population of 3 and 4 year olds in the borough (246 in total), and an oversupply of nursery places representing 1.56 spaces per child in this age group. Take-up of free nursery provision for 3 and 4 year olds is low, comparable to other wards in Brent, at 52%, with the remaining children either in reception classes, not taking up a place or in childcare outside of Brent. These figures are generally consistent with the fall in demand at Northwick Park nursery. Further evidence of vacancy levels is provided in Chapter 6 of the ES, which finds five providers within 1km of the site (including the existing nursery on site and two in Harrow) which between them had 355 children on roll compared to 396 vacancies.
23. A number of other childcare providers operate in the surrounding area, including a nursery in Kenton half a mile away, and across the borough boundary in Harrow. However, future prospects for childcare providers are currently uncertain. The effects of Covid 19 are forecast to impact significantly on demand for nursery spaces for the foreseeable future. The immediate impact of the lockdown and other restrictions is reported to have led to the closure of many private providers, whilst the economic slowdown is expected to suppress demand for formal childcare, based on evidence from the 2008 recession, and the rapid growth in home-working and flexible hours could also contribute to falling demand in the longer term.
24. The proposed nursery would have a total floorspace of 447sqm, with 350sqm of external play space adjacent to the Park boundary, and would cater for 90 children (full-time equivalent). This would cater for the children registered as of 2019 and would provide some additional capacity to cater for new residents of the development. In terms of whether this capacity would be adequate, the GLA's population calculator estimates that the detailed application would, over time, create a new population of 1,395 residents including 127 under fives. Chapter 6 of the ES notes that the new nursery is not expected to meet the new demand generated by the development, but also highlights that this is a worst case

assessment as some new residents may already be living locally and have secured nursery provision in the area. Based on the factors discussed above, and officers' discussions with Brent's Early Years team, it is considered that the proposed nursery is likely to be adequate to meet the demand from the new development in addition to existing demand, bearing in mind the various factors contributing to generally low levels of demand for the foreseeable future.

25. If higher levels of demand are experienced as a result of the new development, it is anticipated that childcare providers would respond accordingly by proposing new or expanded facilities, which could involve for example a change of use of one of the retail units on site or a new development within the Hospital grounds or a proposal made under reserved matters for one of the remaining phases of the outline application site.
26. To maintain continuity of provision during the construction phase, it was originally intended that a separate application would be made for a temporary nursery within the University campus. However, the impact of Covid 19 means that this proposal would not be financially viable at this time. Instead, it is recommended that alternative arrangements are secured through the s106 agreement. Further details would need to be submitted and approved prior to demolition of the existing nursery, including a survey of existing and projected future demand amongst Hospital staff and other users of the existing nursery, discussion of options for temporary nursery provision within the Hospital or University grounds, and detailed examination of the spare capacity available amongst local providers and the convenience of accessing these in terms of pedestrian and other transport links.

Provision of community facilities

27. Core Strategy Policy CP23 protects existing community uses (subject to a number of detailed policy tests) and requires new community floorspace to be provided as a part of major developments, at a rate of 350sqm per 1000 new population. Brent's emerging Policy BS11 sets out detailed criteria for new community facilities but does not require any specific on-site provision to support new developments, and neither does the proposed site allocation identify a need for on-site community facilities to be provided as part of the delivery of the Growth Area.
28. Providing a new or enhanced Northwick Park Pavilion is a key priority of the proposed site allocation and Policy BP4 Northwest. To respond to this, during the evolution of the proposals for the outline site, it was originally intended that the Pavilion would be replaced by a new larger multi-functional building located on the Brent triangle of land within the site. This formed part of the proposals in Phase 1 of the applicant's public consultation programme, however, some local community groups, key stakeholders and members of the public expressed reservations about the plans to relocate the pavilion. Furthermore, the proposal for a larger building that might include a number of other uses unrelated to the recreational use of the park could potentially be inappropriate on this site, which shares the designated Metropolitan Open Land designation of the Park. Furthermore, although the relocation of the pavilion facilities could encourage users to travel by public transport, it could also be inconvenient due to its location a long distance from some of the playing fields, and could disadvantage any users who are reliant on car transport.
29. The application proposal does not include any designated on-site space for community meetings. However, the proposed retail and restaurant uses would provide some scope for social interaction between residents, as would the landscaped open spaces and the nursery, for example the latter could potentially also host activities for older children or parents' meetings. Brent's Spacebook online directory of community facilities also identifies nine other community spaces available within a 3km distance, including Kenton Hall which has capacity for 300 people. Whilst the GLA has recommended securing the use of the nursery for other community uses out of nursery hours, it is considered that this is likely to be impractical given the layout and facilities needed for the nursery and would be potentially problematic in terms of management and security.
30. The existing pavilion building is dated and in a poor state of repair and, although sports changing facilities are well used, the communal hall and bar is not. Taking into account local support for retaining the pavilion in its existing location, it is proposed that the applications would secure a significant financial contribution towards its comprehensive refurbishment and upgrading. Further funding towards these works could be sought through the Community Infrastructure Levy as they would also benefit existing residents in the surrounding area, not only enhancing facilities for users of the sports facilities in the Park but also providing space for a wide range of other community activities a short distance away from both the new development and from existing residential communities. Funding from the Council's carbon offsetting fund could also be used, to which this development would contribute. A contribution of £500,000 from this application has been agreed with the applicant, and further contributions would be

secured against the outline application.

31. As the outline application would entail a significant increase in the resident population, the need for additional community space on site would be reviewed during the reserved matters stage, when provision could be made in either the residential or the University part of the outline site.

Impact on protected open space

32. Brent's Policy CP18 designates areas of open space within the borough and seeks to retain these, protect them from inappropriate development and enhance their use for recreational and amenity uses. Emerging Policies DMP1 and BGI1 carry forward these aims. The proposed Growth Area site allocation notes that the Growth Area contains several areas of protected open space, and accepts that these could be disaggregated and dispersed more widely throughout the area as it is redeveloped.
33. The existing site contains a small area of protected Open Space, part of a grassed embankment on the boundary with the Park. This is approx 2,900sqm in area, but is not maintained, does not provide any sports or play equipment and is largely inaccessible to the public due to the steep gradient, dense scrub and overgrown vegetation. The function of this space is not clear and, due to its location, physical features and close proximity to similar grassed areas in Northwick Park, it does not invite public use.
34. The proposal would provide approx 4,767sqm of open space which would be landscaped to provide an attractive setting for the residential development, and would be provided for public recreation and enjoyment. This would include a linear park and rain garden running north-south through the development alongside the main street, a neighbourhood green and an enhanced entrance to Northwick Park, and would be additional to private communal amenity space provided for residents and dedicated external space provided for the nursery. In terms of this application, the amount of open space provided would significantly exceed the amount lost. Consequently the impact on open space is considered to be acceptable.

Wider impacts of the development

35. The proposal has been formulated in parallel with an outline application for the wider site, to ensure that the delivery of this part of the wider site would not compromise other parts coming forward in an acceptable manner in later phases. The NHS Trust and University of Westminster have submitted comments in support of the application, and the Trust have confirmed that it would not prejudice future plans for improvements to hospital services.
36. The socio-economic impacts of the development are assessed in Chapter 6 of the ES. This considers factors such as construction employment, construction worker spending in the local area, local spending by residents and students, and the contribution to Brent's housing targets. Construction jobs are estimated to number 270 jobs per year, the construction workforce spending £7.8m locally over the construction period. The new population is forecast to be 1,395 people in total, and this is estimated to generate £10.3m of local residential expenditure per year.
37. This chapter also reviews existing school provision in the area. Nearby primary schools currently have spare capacity for 826 pupils from reception through to Year 6, and this capacity increases over the next 5 years to a capacity of 1,071 in 2024/2025. This is due to a previous surge in capacities now removed from the primary schooling phase. In terms of secondary school places, there is currently capacity for an extra 1,182 pupils. This increases to 1,610 to 2024/25 but predominantly within secondary school planning area 3 (south west). Although the need for an additional 10 forms by 2023/24 has been identified, expansions in capacity across the borough are planned in response to this. GP practices in the area have existing capacity constraints which would be made worse by the new demand generated by residents and it is expected that an element of CIL funding would be directed towards improving this situation, although Northwick Park A & E department performs well in relation to national targets and so is assumed to have few constraints. There is a shortage of dedicated play space in the Northwick Park ward, although the site would be within 400m of an existing play space in the Park and so would meet the standard for access to play space. New play space would also be provided within the development, which represents a minor beneficial effect.
38. The NHS local CCG have been consulted and have confirmed that the proposal would not compromise any future redevelopment of the Hospital site, and that GP provision in the immediate area is currently well supported whereas CIL funding is likely to be sought towards improvements within the Hospital.

39. The impacts of climate change were also considered. The adverse effect of increases in heat-related illnesses, drought, and decreased water and food security would be partially offset against a reduced risk of cold-weather related illness, but in general the shift towards more extreme weather patterns would tend to magnify the increased demand for GP services created by an increased population. However, these effects are uncertain at this stage and would occur in any case as a result of increases in population coupled with changing weather patterns.

Conclusion

40. The proposal would respond well to the aims of the proposed Growth Area site allocation. It would make a significant contribution to Brent's housing targets and would provide small scale retail and restaurant uses to serve local needs. A replacement nursery would be provided, with capacity to cater for additional demand from the development. The loss of other existing uses on site is considered to be acceptable in this instance, and a contribution to the refurbishment and upgrading of Northwick Park Pavilion would be secured to mitigate the lack of community floorspace provided on site. The proposal is considered to be acceptable in principle, subject to other material planning considerations discussed below.

Affordable housing and housing mix

Policy background

41. 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). Policy DMP15 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.
42. 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.
43. The emerging London Plan (Intend to Publish Version) 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.
44. 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 (emerging 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. 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 the draft 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.
45. 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.
46. The draft London Plan is at a more advanced stage than Brent's emerging Local Plan and has been subject to comments from the Planning Inspectorate. Whilst concerns have been raised about some London Plan draft policies by the Inspectorate, none of those concerns relate to these policies and it can therefore be considered that these draft policies carry reasonable weight at this stage. The policy requirements can be summarised as follows:

Policy context	Status	% Affordable Housing required	Tenure split		
Existing adopted policy	Adopted	Maximum reasonable proportion	70% Affordable Rent (to 80 % Market)	30% Intermediate	
Emerging London Plan	Greater weight	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	

Assessment of proposal

47. The application proposes 39% affordable housing by habitable room, comprising 245 affordable housing units in the following mix of tenures:

London Affordable Rent	70 units	11%
Intermediate rent (80% of local market rents)	38 units	6%
London Living Rent	26 units	4%
Shared ownership	111 units	17%
Total affordable	245 units	37% by unit, 39% by habitable room
Market housing	409 units	63% by unit
Total	654 units	100%

48. The applicant's financial viability appraisal establishes a benchmark land value (BLV) of £9.5m, and shows that the scheme is in deficit by £17.3m. Sensitivity testing is included in the appraisal, to analyse the effects of changes in costs and residential sales values by 5% or 10%, and to assess the impact of including grant funding. This exercise demonstrates that grant funding in itself does not make the scheme viable, but that a combination of grant funding together with increased values or reduced costs could potentially convert the deficit into a surplus. In this instance, the uplift in viability would be captured within the mid- and/or late-stage review mechanism.

49. In terms of tenure mix, the 70 London Affordable Rent units would be considered to be genuinely affordable whereas the other tenures would all be classified as intermediate products for middle-income households. The tenure split would be 34 : 66 in favour of intermediate units (by habitable room, or 28 : 72 by unit), which does not comply with Brent's preferred tenure split of 70 : 30 in favour of affordable rent products. The introduction of London Affordable Rent and the emphasis on this specific tenure in Brent's emerging Policy BH5, are intended to address this concern about affordability, and the inclusion of London Affordable Rent units is therefore welcomed.

50. Network Homes have confirmed that staff currently occupying properties to the south of the site include 84 residents of cluster rooms (bedsits), twelve residents of 2bed flats, seven residents of 2bed houses and nine residents of 3bed houses. Existing residents with intermediate rent tenancies would be eligible for rehousing within the intermediate rent element of the scheme, and have been offered one-to-one meetings and advice on the housing options that would be available within the development. The NHS Trust would have first right of refusal over intermediate rent accommodation on the site and would continue to be able to nominate staff who would benefit from this type of accommodation. A local lettings plan to enable existing residents working for the Trust to have priority for new homes where they are eligible is also proposed. These matters would be secured through the s106 agreement.

Council's review of proposal

51. The FVA was reviewed on behalf of the Council by BNP Paribas. They concluded that in all the scenarios tested, the scheme was in a financial deficit and that the proposed affordable housing offer

represented beyond the maximum reasonable amount that the scheme could viably deliver at this time. Grant funding would reduce but not eliminate the deficit, as demonstrated in the table below:

Grant funding?	Residual Land Value	Benchmark Land Value	Surplus / deficit
No	- £7.65m	£8.64m	- £16.29m
Yes	£1.01m	£8.64m	- £7.63m

52. Further sensitivity testing was carried out to assess the impact of increasing the proportion of low cost rented products such as London Affordable Rent within the scheme. This exercise demonstrates a Residual Land Value of £8.77m which results in a small surplus of approx £0.13m against the Benchmark Land Value of £8.64m. The scheme could deliver a headline figure of 12% affordable housing by unit at a policy-compliant tenure mix of 81 : 19 in favour of more affordable products. This would deliver 64 x London Affordable Rent units and 15 x intermediate units (all located in Block C1). Alternatively, a 70/30 split could be achieved if the units were more widely dispersed through the different cores (notwithstanding the management issues this could raise) and this would result in a slightly higher headline percentage but fewer London Affordable Rent units. Therefore, the sensitivity testing has concluded that the scheme is delivering above the maximum reasonable amount of affordable housing. The scheme can not viably deliver more than the 70 London Affordable Rented homes proposed and the applicant has chosen to provide additional intermediate homes to achieve an overall higher headline figure.
53. Given the scale of the scheme and the overall delivery time, mid-stage and late-stage reviews would be required to capture any potential growth, and these would be secured through the s106 agreement. It is noted that Blocks C1, C2, C3 and C4 are intended to form the first phase of the development, and Block B1 the second phase. It is proposed that site-wide mid-stage viability appraisals should be required at two stages in the development of the site: prior to occupation of 70% of units in Blocks C1, C2, C3 and C4, and again prior to commencement and prior to occupation of 70% of the units in Block B1. The appraisals would be required to include proposals for enhanced on-site affordable housing provision, which could be provided as a combination of additional units and of increasing the affordability of the affordable units already secured (ie converting them to a more affordable tenure), in order to capture any surplus identified. A late stage review would then be required prior to occupation of 70% of the units in Block B1, with any surplus identified being secured as a financial contribution towards affordable housing in the borough or provided as additional affordable housing within Phase 3 of the outline application site 20/0700. The two applications would be linked via s106 agreements to ensure that these obligations are captured appropriately.

Housing mix

54. The housing mix proposed is 211 x 1bed or studio units, 327 x 2bed, 105 x 3bed and 11 x 4bed (17.8% 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 ((44 of these new homes would be 3beds and two 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, potentially undermining the delivery of the scheme and the achievement of the Growth Area aims. The housing mix is considered to be appropriate in this context.

Relationship with surrounding area

Relationship with MOD safeguarding zone

55. The Ministry of Defence (MOD) were consulted, as the site occupies the statutory Technical, Height and Birdstrike safeguarding zones surrounding the RAF Northolt aerodrome.
56. The MOD have confirmed that there are no objections in terms of technical or height safeguarding. Within the Birdstrike statutory safeguarding zone, the MOD's principal concern is the creation of new habitats that may attract and support populations of large and / or flocking birds close to the aerodrome. Green and blue roofs on the residential blocks have the potential to attract and support large and flocking

hazardous birds, in particular breeding large gulls.

57. A Bird Hazard Management Plan is required by condition to prevent successful breeding of hazardous birds. This should demonstrate that: the site will not contain large areas of open water, waste storage areas for food outlets will be managed so as to avoid the availability of food waste for hazardous birds; and roof areas will be netted if other measures to prevent nesting of hazardous birds are unsuccessful.

Impact on Metropolitan Open Land and Capital Ring

58. London Plan Policy 7.17 affords Metropolitan Open Land the same level of protection as Green Belt, and this protection is carried forward into emerging Policy G3. The key policy tests for assessing the impact of development proposals are the same as those for the Green Belt, which are set out in the NPPF 2019 paragraphs 143 to 147. These paragraphs refer to development *on* Green Belt but not to development on land adjoining it, and their overall aim is to retain the openness and permanence of the Green Belt rather than, for example, to protect wider views and landscape settings. The NPPF also encourages local authorities to plan positively to enhance their beneficial use, such as looking for opportunities to provide access and opportunities for outdoor sport and recreation; or to retain and enhance landscapes, visual amenity and biodiversity. Draft London Plan Policy G3 also encourages boroughs to enhance the quality and range of uses of Metropolitan Open Land.
59. There is no Metropolitan Open Land within the application site and the proposal would not compromise the permanence of the Park as Metropolitan Open Land. The triangle of land within the outline site within Brent Council's ownership forms part of Northwick Park and is designated Metropolitan Open Land, as is the Park itself and the golf course to the south. This area is currently grassed, with tree cover along part of the eastern boundary and a footpath on the western boundary. It links this site and the rest of the outline site to the entrance to Northwick Park station, which consists of an underpass beneath the railway tracks. Although the area immediately outside the underpass is paved and includes some Sheffield cycle stands, this area generally has an open aspect and visually forms part of the open expanse of the Park.
60. The Park itself is a grassed area of level ground, with mature trees within it and around its boundaries, and includes the Pavilion as noted above, together with associated car parking and a childrens play area, all located near to the southeastern corner of the site. The Park does not have any notable landscape features but is widely used for outdoor sports including cricket, football and gaelic football for various age groups and is also popular with dog walkers. The park edge is characterised by a belt of mature trees and understory vegetation, both within and outside the site boundary, and a small brook or wet ditch running along this tree belt outside of the boundary. There is one entrance into the park from the site, from the area of car parking to the south of the existing nursery, which consists of a break in the tree belt and a concrete path laid over the brook.
61. Given the importance of the Park for local sports, a Cricket Boundary Assessment was submitted with the application, and concludes that, given the distances of the proposed buildings from the cricket pitch in the Park, the likelihood of balls from community level and amateur matches entering the site would be very rare. Sport England have been consulted on the proposal and have confirmed that the proposed development meets Exception 3 of their playing fields policy, in that it affects only land incapable of forming part of a playing pitch and does not reduce the size of any playing pitch, result in the inability to use any playing pitch (including the maintenance of adequate safety margins and run-off areas), reduce the sporting capacity of the playing field to accommodate playing pitches or the capability to rotate or reposition playing pitches to maintain their quality, result in the loss of other sporting provision or ancillary facilities on the site, or prejudice the use of any remaining areas of playing field on the site. Sport England have raised no objection in their role as a statutory consultee. As a non-statutory consultee, they encourage the use of CIL funding to deliver new and improved facilities for sport to meet the sporting needs arising from the development as well as those identified in Brent's Infrastructure Delivery Plan. It is not considered that the proposal would compromise the use of the Park for sports and recreation, indeed by contributing to the upgrade of the pavilion it would help to facilitate such use.
62. In terms of the openness of the Park, this would be affected by the development given the proposed height and massing. The existing buildings and structures on site and within the hospital grounds, including the 39m high boiler house chimney, are visible from the Park and have some impact on openness. In comparison, the proposed development would be a more prominent new feature of the skyline from views within the Park. However, the building heights would step down towards the Park in order to reduce the impact of height, and the mature tree cover along the site boundary, together with the proposed new landscaping and tree planting along this boundary, would continue to soften the visual impact.

63. Whilst the height and massing of the proposed buildings would be greater than existing, the design quality and appearance of the built form would also be greatly enhanced compared to the existing site. The proposal would also provide enhanced pedestrian access into the Park from two points, which could encourage existing and proposed residents, hospital staff and patients, and university staff and students to utilise it more widely. The financial contribution to the Pavilion, as noted above, would enhance the ability of this building to support sports and other uses. Overall, the proposal is considered to offer benefits in terms of the functionality and enjoyment of the Metropolitan Open Land that would outweigh the very limited amount of harm to its openness.
64. The Capital Ring is a circular walking route around London, linking up public footpaths and areas of open space, is part of the Walk London Network protected by London Plan Policy 6.10 and emerging Policy S5, and is also protected by Brent's Policy DMP10. These policies seek to retain the network and, where possible, to enhance it and promote its use. The footpath to the south of the hospital site and the outline application site (and to the north of the golf course) is part of the Capital Ring and, where this reaches the Park at the southeastern boundary of the outline application site, the Capital Ring continues southwards through the Park and along its southern boundary as PROW38. However, the site would be over 100m distant from the Capital Ring and would not have any direct impact upon it. Improvements to the Capital Ring could be sought through Community Infrastructure Levy funding, as the increased residential population may increase usage of walking routes locally.

Heritage, townscape and visual impacts

65. The NPPF sets out that where a proposed development will lead to 'substantial harm' to or total loss of the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Where a development will lead to 'less than substantial harm', the harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Any harm must be given considerable importance and weight.
66. A number of heritage assets are located within the wider surrounding area. Most significant is the settlement of Harrow-on-the-Hill, which is approx 1km to the west, has a long and well-documented history and contains eight contiguous conservation areas including Harrow Park (a registered Grade II heritage asset on Historic England's Historic Parks and Gardens Register), with approx 80 listed buildings together with a number of locally listed buildings. The Parish Church of St Mary's Church is Grade I listed, and a group of Harrow School buildings are Grade II* listed. There are several other listed buildings in Harrow Town Centre to the northwest of the site.
67. Two conservation areas within Brent are nearby. Sudbury Court Conservation Area is to the south of the Park, bordering Watford Road and approx 500m distant from the site. Northwick Circle Conservation Area is to the northeast of the site beyond the railway tracks, approx 400m from the site. There are two listed buildings in Brent within 1km of the site - St Mary's Parish Church at Kenton and the Windermere public house at South Kenton. Northwick Park itself is locally listed, in recognition of its historic associations as part of the original Northwick Park Estate. Brent's conservation officer considers that the significance of the Park as a non-designated heritage asset has already been compromised by development on the Hospital and University sites. However, it provides visual amenity as a source of longer distance views. The surrounding areas in general are mostly characterised by early twentieth century housing, other than Harrow Town Centre which has a more mixed character, and Harrow-on-the-Hill.
68. A Heritage, Townscape and Visual Impact Assessment was submitted as Volume 2 of the ES and considers the visual impact of the completed development on townscape character areas, on heritage assets including conservation areas, listed buildings and registered parks and gardens of special historic interest, and on visual amenity provided by views, all within a 1km radius. Some longer distance viewpoints were also considered. Sixteen representative views (RVs) were identified, including public viewpoints, public highways and rights of way, townscape and transport nodes, heritage features, open spaces, concentrations of residential properties nearby, places of employment and other sensitive receptors. The extent to which the development would be visible in each view was then assessed, together with the value of that view. The impact of the demolition and construction phase is also briefly discussed, however it is assumed that site hoardings would be provided throughout this phase to mitigate the visual impact of construction work. The representative views are discussed in the following paragraphs.

69. RV1: Northwick Park Underground Station platform. This view has low value, is not related to any heritage assets and has little visual amenity importance. The boiler house chimney provides the focal point in the existing view, and some Hospital and University buildings are just visible above and beside the tree cover. The development would be very prominent in this view, with the upper floors of blocks along the Park edge and the taller element of the marker block being visible. However, while the bulk of built form visible would be greater than in the existing view, the bulk would be broken up by the varying building heights and architectural detailing of the scheme. Overall, the effect is considered to be moderate and beneficial.
70. RV2: Northwick Avenue at emergency access route leading to northern entrance to Underground Station. This view is along the access road between two-storey semi-detached houses. The elevated railway tracks in the far middle distance prevent any views of the Park or the site. The proposed development would not be visible from this viewpoint, being behind existing housing and the railway tracks, and would have no effect on the townscape. RV3: Conway Gardens Footbridge. This is a pedestrian footbridge over the railway tracks on the eastern boundary of the Park with Conway Gardens. It provides a raised vantage point of views west over Northwick Park, and illustrates the open character of the Park, tree cover marking its boundary with the site. In the far distance, taller buildings within the Hospital and University grounds are visible and beyond these a limited view of the spire of the Church of St Mary is just visible above the Hospital roof. The proposed development would be visible above the existing buildings, due to its being closer to the viewpoint, with building heights gradually increasing to the north of the view, and would all be situated to the north of the Church spire. The Church spire is only visible due to the viewpoint being elevated, and so would not be visible from other viewpoints along this boundary or from other points within the Park which do not have an elevated view. This view would be read in conjunction with the Hospital buildings and would have a moderate to minor beneficial effect.
71. RV4: Northwick Park (southeast corner): This view is on the public footpath PROW38, and again shows the open, unbuilt, character of the Park. In the background, Northwick Park Pavilion is visible to the northwest, and the taller buildings of the Hospital and the boiler house chimney behind the tree line. The proposed development would be visible in the middle ground, but would be read in conjunction with the existing Hospital buildings, and would have a moderate to minor and beneficial effect on this view.
72. RV5: Northwick Park (southern boundary): This view is also on PROW83 but from the south of the Park. The tree cover on the site boundary is visible in the far middle ground and the taller Hospital buildings beyond that. Existing housing on the outline site can be glimpsed through the trees. The proposed development would be visible in the background of this view, but would be read in conjunction with existing Hospital buildings and would appear of a similar height and bulk. The effect would be moderate to minor and beneficial.
73. RV6: Watford Road: This view is taken from the southwest of the site, opposite the access to the golf course in Northwick Park. This view has a low value, and is cluttered by street furniture in the foreground. The development would be screened by existing tree and vegetation cover during summer although the upper floors of the proposed buildings would be glimpsed in the background in winter. This effect would be minor and beneficial.
74. RV7: Northwick Park roundabout (northwestern corner): This view is dominated by the roundabout, with some tree cover and the top of the existing twelve-storey University building visible in the distance. Two of the proposed buildings would be glimpsed in the background and, given the low sensitivity of this view, it is considered that this would have no effect.
75. RV8: Harrow School Playing Field. This view is located at the junction of two public rights of way, looking east towards Watford Road. The fore and middle ground is open across the playing field, lined with dense hedgerow and mature trees, with existing Hospital and University buildings visible beyond this. This view has a medium value given its local scenic value. The top stories of the proposed buildings would be glimpsed in the background of this view, and would be read in conjunction with the existing buildings. This would have a minor and neutral effect.
76. RV9: Music Hill: This view is from the eastern end of Music Hill, a steep footpath leading downhill through Harrow School and forming part of the Capital Ring network. The foreground of the view is dominated by the car park associated with the school playing fields, which are visible in the middle ground, with tree and vegetation cover along the boundary with Watford Road in the distance. This view has a medium to low value, reflecting its local scenic value. The proposed development would be glimpsed in the background of the view although behind existing tree cover, and the effect would be minor and neutral.

77. RV10: Harrow School Farm's Fields: This view is taken from the lower slopes of Harrow-on-the-Hill, outside of the conservation area but on a public right of way. This view illustrates the open character of the fields, although the taller buildings of the University and Hospital are visible in the background. The proposed buildings would be read in conjunction with the existing Hospital buildings in the background of this view, and the effect would be minor and neutral.
78. RV11: Church Hill: This is a view from close to the Grade I listed St Mary's Church in Harrow. This provides a raised vantage point close to the top of the hill, looking down on Grade II listed buildings associated with Harrow School, with glimpses of Kenton and Edgware in the background. This view has a high to medium value, as a scenic view containing a number of designated heritage assets, but is not identified as a key view in the Harrow on the Hill Conservation Areas SPD 2008. The proposed buildings would be screened by the intervening built form in the middle ground, and would have no effect on this view.
79. RV12: Harrow School: This view is looking northeast, on the High Street between Harrow School Chapel and Vaughan Library. The lawn in the foreground is not in the public realm, and this viewpoint offers only a glimpsed view of Kenton and Edgware in the far background, with glimpses of the Hospital building also in the background. A limited view of the top floor of the tallest building in the development would be available, but would be read with the existing tall building and would not extend above the glimpsed horizon. The effect would be minor and neutral.
80. RV13: Abbots Drive: This view is from the south, within Sudbury Court Conservation Area, along Audrey Gardens towards the Park boundary. The conservation area is characterised by Arts and Crafts influenced housing in large garden plots, with long roads such as Audrey Gardens providing significant views. The proposed development would be screened by the intervening built form and would have no impact on this view.
81. RV14: John Billam Sports Ground: This view is taken from 1.1km to the east, across the open space of these sports grounds in Kenton. Existing housing and trees are visible on the park boundary in the background. The tops of two of the buildings would be glimpsed in the background of this view. This is a low value view with no heritage significance, and the effect would be minor and neutral.
82. RV15: Woodcock Hill: This view is from the junction of Woodcock Hill and The Ridgeway, to the northeast of the site and on the southeast edge of Northwick Circle Conservation Area. This view has medium value due to its scenic quality, however the proposal would not be visible behind existing built form other than by a limited glimpsed view of the top of the tallest building, and would have no effect on this view.
83. RV16: Stanmore Country Park: This view is approximately 5.5km from the site, but is identified in LB Harrow's Local Plan Policy DM3 as a protected long range view from an area of open space. The view offers an open panorama view from a raised vantage point towards the undulating landscape of northwest London, and Stanmore Country Park extends into the far middle ground of the view. This view has a high value, given its policy designation, and a high scenic value. The proposed development would be visible within the far background, blending in to the surrounding townscape and staying within the existing skyline formed by St Mary's Church and Harrow-on-the-Hill. It would have a minor and neutral effect on the view.
84. Based on RV13 and RV15, it is considered that the proposal would result in no harm to the Sudbury Court and Northwick Circle Conservation Areas or to the Grade II listed Windermere pub or its setting. Based on RV11 and RV12, it is considered that the proposal would result in less than substantial harm to the settings of the Grade II Listed Buildings of The Art School and Grove Hill House The Foss, of the Grade II* Listed Buildings of the Vaughan Library and Harrow School Chapel and to the setting of the Harrow School Conservation Area. Whilst some harm could arise to the settings of these buildings and the Conservation Area, due to taller buildings becoming visible in their setting, such harm would be less than substantial.
85. The scheme proposes a number of public benefits including new housing, affordable housing, contributions to social infrastructure including a reprovided nursery, improved public realm and economic benefits, including the creation of jobs within a high-quality development. Having regard to the statutory duties in respect of listed buildings and conservation areas in the Planning (Listed Buildings and Conservations Areas) Act 1990, and the NPPF, it is considered that the less than substantial harm to the designated heritage assets as described above would be outweighed by public benefits of the proposal.

86. A further view was submitted at the request of officers, as the site sits within a protected view corridor identified in Barnet's Core Strategy 2012, from Golders Hill Park in Barnet to Harrow-on-the-Hill. This viewpoint at the northeastern edge of Golders Hill Park is approximately 9km away from the site. This view has a high value due to its high scenic value and protected status. Whilst a limited view of the upper floors of the proposed buildings may be visible on a clear day in winter, they would be indiscernible due to the distance and would blend in with the surrounding townscape. The impact on this view would be negligible and neutral.
87. It is noted that Harrow Council has recommended reducing the heights of the taller buildings to limit impact and intrusiveness into open views out from Harrow on the Hill. However, your officers consider that the representative views discussed above demonstrate that the buildings would only be glimpsed within the context of existing built development from these views. Furthermore, officers have visited Harrow on the Hill and consider that the views provided adequately reflect the range of viewpoints available within the public realm.
88. In summary, the proposed development would only have moderate impacts from nearby viewpoints within Northwick Park, and these are considered to be generally beneficial given the poor quality of the existing townscape on site and the low sensitivity of the viewpoints. Impacts on other viewpoints would be minor, and protected views identified in LB Harrow's Policy DM3 would not be significantly affected. The view of St Mary's Church spire would retain its primacy as a landmark within the surrounding area, and views towards Harrow Village and the school from Northwick Park would be unimpeded. From Harrow-on-the-Hill looking towards the Park, there are likely to be glimpsed views of the upper stories of the taller proposed buildings, but these are considered to be minor and neutral effects. The impact on heritage assets, townscape character and visual amenity in the surrounding area is considered to be acceptable.

Impact on neighbouring residential properties

89. Any development will need to maintain adequate levels of privacy and amenity for existing residential properties, in line with the guidance set out in the Brent Design Guide SPD1. Separation distances of 18m between habitable room windows and 9m to existing private rear boundaries should be maintained in order to ensure privacy for existing and new residents.
90. 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. 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. 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. 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, and the NPPF 2019 also supports a flexible approach to applying standards in order to make efficient use of sites.

Light, outlook and privacy – south of site

91. Nos 2 and 3 St Marks Close are immediately to the south of the site boundary, and the side elevation of the northern block of Hodgson Court is approx 5.3m to the south of this boundary. The rear garden boundaries of Nos 17, 19 and 21 Nightingale Avenue adjoin the boundary, as do the side garden boundaries of Nos 21 and 23 and the rear garden boundaries of Nos 29, 31, 33, 35 and 37. These are the nearest properties to the south of the site. The northern block of Hodgson Court is approx 18m from the southern elevation of the proposed Block C1. However there are no windows on this existing side elevation, and the building does not have any private amenity space.
92. The side elevations of Nos 2 and 3 St Marks Close would face onto the proposed neighbourhood square,

and the façade of Block C1 would be at least 50m from their side boundaries and at an oblique distance. The rear gardens of Nos 17, 19 and 21 Nightingale Avenue would also face onto the neighbourhood square, at an oblique angle, while the front windows of No 21 would be over 20m from Block C3 again at an oblique angle.

93. The side boundary of No 23 Nightingale Avenue would be approx 2m at its closest point from Block C3, and the side elevation of this property would be approx 4.7m from the habitable room windows in Block C3. There are no side elevation windows in this existing property that would be impacted in terms of privacy or outlook and a single storey side extension is built up to the side boundary. The side garden boundary would be at a distance of 14m from the nearest element of Block C3, and this distance would increase towards the rear of the garden due to the oblique relationship between the buildings. Block C3 would be at least 20m from the rear elevation windows at No 23, and overlooking would be prevented by the oblique relationship between the two. This element of Block C3 consists of part two-storey part three-storey mews houses, which would sit comfortably within a 45 degree line of the garden boundary at all points.
94. The rear garden boundaries of Nos 29 and 31 Nightingale Avenue would be at least 21m distant from the part two-storey part three-storey element of Block C3, and this distance would be sufficient to prevent any loss of privacy to the gardens or windows of these properties and to ensure that there would be no breach of the 45 degree line. The rear windows of these properties would be at least 29m from this part of Block C3, which would sit well within a 30 degree line of those windows. The corner element of Block C3 would be at least 24m from the rear garden boundaries of Nos 33, 35 and 37 Nightingale Avenue and at least 31m from their rear windows. At these distances there would be no concerns about privacy and overlooking, and the building would sit well within a 30 degree line of the windows and 45 degree line of the rear garden boundaries.
95. Whilst these properties are considered to comply with the 30 degree and 45 degree tests, further analysis of impacts on light levels has been undertaken in the applicant's Daylight, Sunlight, Overshadowing and Solar Glare Assessment (Chapter 10 of the ES). This analysis finds that, of the properties tested, Nos 2 and 3 St Marks Close and Nos 1, 3, 5, 7 and 15 Nightingale Avenue would not experience any noticeable change in light levels. The following properties would experience noticeable effects:
- 21 Nightingale Avenue: one of six windows tested would fail to meet BRE target values for VSC, with a 25.5% reduction exceeding the recommended 20%. However this is a secondary window with the primary window having no noticeable impact, and all the rooms in this property would continue to comply with NSL values;
 - 23 Nightingale Avenue: one of six windows tested would fail to meet BRE target values for VSC, with a 30.3% reduction. However this is a secondary window with the primary window having no noticeable impact, and all the rooms in this property would continue to comply with NSL values;
 - 29 Nightingale Avenue: one of two windows tested would fail to meet BRE target values for VSC, with a 32.7% reduction, and the NSL value for the corresponding room would be reduced by 36.3%. However this window is situated beneath overhanging eaves and so is particularly sensitive to change, with self-limited outlook and lower existing VSC and NSL values than the window on the floor below;
 - 31 Nightingale Avenue: both of the two windows assessed would fail the VSC test although only marginally, with reductions of 26.2% and 29.3%, whilst one of the two rooms would experience a reduction in NSL of 28.6%. However this room is on the first floor with the window beneath overhanging eaves which means the window experiences low existing light levels and is particularly sensitive to change;
 - 33 Nightingale Avenue: one of the two windows assessed would see a reduction of 24.3% in VSC, and one of the two rooms would experience a reduction in NSL of 25%, however as with No 31, this window is beneath overhanging eaves which act as a constraint on light levels, and the other window tested would not be impacted;
 - 35 Nightingale Avenue: one of the two windows assessed would see a reduction of 20.4% in VSC, however both of the two rooms would continue to comply with target NSL values, and this impact is considered to be minimal;
 - 37 Nightingale Avenue: one of the four windows assessed would see a reduction of 21.8%, however all of the rooms tested would continue to comply with target values.
 - Hodgson Court: of the 107 windows tested, 89 (83%) would continue to meet BRE target values whilst 15 would experience low impacts. The other three would experience medium impacts, however these are all third floor windows constrained by overhanging eaves and as such have low existing light levels and are particularly sensitive to change. Of the 106 rooms tested, 105 (99%) would continue to meet the target values and one would see a reduction of 25% (this room is however constrained by overhanging eaves).

•Lister Court: of the 32 windows assessed, 27 (84%) would not be noticeably affected whilst the remaining five would experience reductions of between 20.3% and 28%, marginally above the 20% target. All rooms would continue to meet the NSL targets.

96. Overall, the impacts on daylight to neighbouring properties is considered to be minimal and within the levels that would generally be considered acceptable for new urban developments. Furthermore, the light available to many of the windows affected is already constrained by features such as overhanging eaves, which accentuates impacts due to new developments. As noted above, the NPPF 2019 also supports a flexible approach to applying standards in order to make efficient use of sites.

Light, outlook and privacy – north of site

97. To the north of the site, the rear gardens of properties on Northwick Avenue would be at least 175m distant from the eight-storey element of Block B1 and separated by the existing elevated railway tracks. At this distance there are no concerns regarding privacy and overlooking and there would be no breach of the 30 degree or 45 degree line.

98. To the northwest of the site, the existing student accommodation Blocks M and N are approximately 85m from the nearest element of the proposed Block B1, which would be eight stories high. At this distance there are no concerns regarding privacy and overlooking, however the taller 16-storey element would breach a 30 degree line from these windows and the impact has been assessed in more detail in accordance with the BRE guidelines.

99. None of the 20 windows tested in Block M would experience any noticeable change in light levels. A total of 39 windows in Block N were tested, and all would comply with the BRE target values, whilst 33 of the 34 rooms would retain target levels of daylight distribution. The one room not meeting the target values would experience a reduction in NSL of 30.8% (ie to 0.692 times its former value). However this type of accommodation is considered to have low sensitivity to daylight as it is not in use as a permanent residence. Consequently the impact is not considered to be significant.

Light, outlook and privacy – west of site

100. To the west of the site are Hospital buildings. Non-residential buildings are not generally assessed for daylight impacts, but wards providing accommodation for patients have been assessed in this case. Whilst wards in Block V (St Marks Hospital) and Block J would experience no noticeable change in light levels, many of the windows in Block K would experience significant loss of light and daylight distribution would be adversely affected in a number of the rooms. These would however be considered to be less sensitive to change than permanent residential properties, as they are not occupied on a permanent basis. Consequently, while the effect in terms of light levels would be quite significant, the impact on patients' amenity and quality of life is not considered to be unduly adverse.

Sunlight and overshadowing

101. Existing windows facing within 90 degrees due south of the site have been tested for overshadowing, and there would be no noticeable impact on any of these.

102. Overshadowing effects on open amenity spaces have been assessed by plotting hourly shadows created by the development on the winter and summer solstice and the spring equinox. In the morning there would be some overshadowing of the open space within the University campus and of the Brent triangle land, whilst in the afternoon there would be some overshadowing of the nearest part of Northwick Park. These impacts are commensurate with a development of this scale and bulk, however, and are not considered to be significant given the expanse of amenity space available in the Park overall. At least 50% of each of the spaces assessed would continue to receive two hours of direct sunlight on 21 March, and this would be compliant with the BRE target values.

Conclusion

103. The proposed buildings would provide sufficient separation distances to ensure acceptable standards of privacy for existing residents and would not be detrimental to the outlook from existing properties. The impact on daylight to existing residential windows has been assessed in detail and is considered to be minimal within the context of the overall scale and density of the scheme. Some overshadowing would occur to existing open amenity spaces, but this would be of a transient nature and would be of a degree that is considered commensurate with the scale of the proposal.

Design, scale and appearance

Policy background

104. The NPPF emphasises that good design involves responding to local character and history and reflecting the identity of local surroundings and materials, while not discouraging appropriate innovation. High quality design is also promoted by London Plan Policy 7.6, draft London Plan Policy D4, CP6, and Brent Core Strategy 2010 Policy CP6. Policy DMP1 requires the scale, type and design of development to complement the locality and the Brent Design Guide SPD1 provides further advice on general design principles. SPD1 states that development should respond to the local context and respect the existing character of the landscape, streetscape, architectural and historic environment. Building heights should positively respond to existing character and massing should limit the visual impact of height and bulk by effectively breaking up facades, creating a varied roofscape and relating positively to existing surroundings.
105. The site is located within the Northwick Park Growth Area (BNWGA1) proposed site allocation. The site allocation sets out that tall buildings on the site should respond to the height of the existing hospital buildings and ensure that there is a stepping down towards the Metropolitan Open Land area (MOL) and nearby residential areas. Brent's Tall Buildings Strategy 2019 identifies the site as being suitable for buildings ranging between 6 and 13 storeys, however, consideration must also be given to the site allocation and how the development responds to the character of the surrounding area.
106. The existing buildings adjoining the site include the main Northwick Park Hospital building, which is the equivalent of eleven storeys in height, a twelve-storey building fronting Watford Road on the University Campus, and three- to four-storey residential buildings with pitched roofs near to the park boundaries. Other buildings scattered throughout the Hospital grounds are of lower heights, generally four to six stories, and smaller in bulk and overall there is a lack of coherence, legibility and architectural character to the layout. The site is visually separated from other residential areas, which together with the scale of the development presents an opportunity to create a new character for the area.

Layout and arrangement of uses

107. The layout of the proposed development would be organised around a main street running through the site in a generally north-south direction parallel to the eastern boundary with Northwick Park. At its northern end, this street would connect to the northern section of the Hospital ring road which would be converted to a two-way east-west spine road (under ref 20/0677 or 20/0700) and to the pedestrian and cycleway leading north to Northwick Park station. At its southern end, the street would connect to the proposed Phase 3 of the outline application site ref 20/0700.
108. The built form on the site would consist of five buildings which would line the main street. Blocks B1, C2, C3 and C4 would be arranged to the east between the street and the Park boundary. Block C1 would be to the west, between the street and the eastern section of the Hospital ring road. Block B1 would be located at the junction of the main street with the new spine road and the pedestrian and cycleway to Northwick park station, and would have commercial uses and a nursery at ground floor to provide an active frontage and focal point for the development, with residential units above. The other blocks would be wholly residential in use.
109. The main street would provide a two-way vehicular and cycle route and also a tree-lined pedestrian route approx 10m wide, interspersed with seating, landscaping and pockets of play space for children. The landscaped areas would extend into the side streets leading off the main street between the blocks, providing a visual connection to Northwick Park and culminating in a neighbourhood green space to the south of Block C1. The side streets would have different characters according to their function and the character of the buildings, but would all have restricted vehicle access and an emphasis on soft landscaping. The internal layout of the buildings has been designed to provide entrances and habitable room windows onto the streets, including both communal entrances and entrances to individual properties, so as to provide natural surveillance and to minimise the areas of inactive frontage created by entrances to car parking areas and bin stores.
110. The layout is considered to provide a coherent, logical and legible environment for residents and visitors. The location of Block B1 would lead to its being a natural focal point for the development which would be reinforced by the provision of non-residential uses on the ground floor. A variation in character across the site would be achieved by the differing treatment of streets and frontages. For example, the

main street elevation of Block C1 would be activated by individual stepped entrances to three-storey maisonettes, which from the street would provide a more intimate domestic character similar to Georgian townhouses (step-free access to these units would be provided via the first floor podium) and to contrast to the larger communal entrances. The proposed 'gastro-eatery' in particular would provide an opportunity for outdoor seating that would potentially animate the space to the north of the building to provide an enhanced sense of arrival from Northwick Park station. The restricted vehicle access and extent of soft landscaping would help to create a comfortable environment for pedestrians and cyclists, and the neighbourhood green space would provide a second focal point for the development, emphasising play and recreation.

Height, mass and bulk

111. The buildings would all be in the form of perimeter blocks, apart from Block B1 which would have a continuous ground floor frontage but on the upper floors would have two point blocks of eight and 15 stories with a linking section of six stories. Along the Park edge, building heights would be restricted to five or six stories, whilst Block C1 along the Hospital ring road would rise to 12 and 13 stories. The overall strategy for building heights is to increase height towards the Hospital buildings whilst keeping relatively low heights on the northern, eastern and southern edges of the site, in order to minimise the visual impact on Northwick Park.
112. Each building would consist of a number of different elements of different heights. Blocks C2, C3 and C4 would all have the same basic form, with eight-storey corner elements defining and providing a sense of enclosure for the entrances to the side streets, and separate elements of two, three, five and six stories. Block C1 would be of a roughly triangular form with three corner blocks of greater height defining street junctions and interspersed by linking elements of lower height. Block B1, as noted above, would have three distinct elements above the ground floor.
113. The building heights are considered to respond effectively to the topography of the land, as the ground level rises towards the northwestern corner and falls along the park edge towards the southeast of the site, and to the heights of the surrounding buildings. The prominent location of Block B1 provides an opportunity for a taller building to act as a landmark at the entrance to the site from the new spine road and from Northwick Park station, to aid legibility and wayfinding for residents and visitors, and to provide a sense of arrival to the development. The 13-storey element of Block C1 would reinforce the landmark destination at the junction of the spine road and main street and would be appropriate to the urban character of this part of the site. The lower heights along the Park edge would integrate well with the height of the boundary tree line, to reduce the impact of bulk and mass upon users of the Metropolitan Open Land, helping to maintain a sense of openness.
114. The two- and three-storey elements in Blocks C2, C3 and C4 would provide 3bed mews houses with individual entrances, and these would face onto one another across a landscaped mews street on Blocks C2 and C4, and a similar landscaping treatment would be provided for the street to the south of Block C3 so that a similar form of development could come forward as part of Phase 3 of the outline site. Although parts of these houses would be less than 18m distant from one another, this is considered acceptable in this instance as it is characteristic of the mews street scale and typology. The variation in heights across the development would help to create a variation in character, from the more intimate quality of the parkside and mews streets to the more dense urban character of Block C1 adjoining the ring road and the grander civic quality of the relationship between Block C1 and the neighbourhood green space. The combination of elements of varying heights and bulks would provide articulation to break up the height and bulk of the buildings so as to mitigate the visual impact. Overall, the height, mass and bulk of the scheme is considered to be appropriate and can be supported.

Architectural approach and materiality

115. The architectural approach draws on the character of the main Northwick Park Hospital building for inspiration. The Hospital building is based around a well defined grid pattern with a regular rhythm of window openings and structural elements, while the spacing and size of the grid divisions varies across the different floors. The proposal aims to respond to this by creating a grid structure which varies in intensity across the site. On the Hospital ring road elevation, the elevation of Block C1 appears as a densely packed grid whereas the elevations facing onto the main street appear more loose and open, whereas those on the park edge appear looser still.
116. This approach would reinforce the variation in character across the site expressed in the layout and building heights. The Hospital ring road elevation of Block C1 would be designed to have a relatively

dense urban character, whereas the park edge elevations would have a more suburban character to reflect their proximity to the open space, and the main street elevations would provide a transitional zone between these two extremes. The grid approach would be focused on key areas such as the corner elements, with the facades in between being more simply designed to provide a balanced composition and reinforce the visual hierarchy between corners and linking elements. The grid approach would provide a strongly vertical emphasis to the development, while adding a combination of repeating rhythms and variation in grid intensity so as to further mitigate the impression of bulk and mass.

117. A materials palette is proposed, with the main building material being brick, to complement the surrounding buildings and other residential areas nearby. A variety of bricks and tones would be used to create visual interest and reflect the surrounding context. The Design & Access Statement sets out how materials would be distributed across the development, and these would further reinforce the creation of varying character areas and add to the visual interest of the development. Further details of materials would be required by condition.

Conclusion

118. Overall, the design approach is considered to be of high quality and is strongly supported.

Residential living standards

Policy background

119. All development is required to comply with standards and criteria set out in draft London Plan Policy D6, including minimum internal space standards based on Technical Housing Standards – Nationally Described Space Standard 2015. Appropriate levels of light, outlook and privacy must be provided for residents, and further guidance on these issues are given in the Brent Design Guide SPD1.
120. Minimum private outside space requirements are also set out in draft Policy D6, however the policy makes clear that these only apply in the absence of higher local standards. Brent's standard is set out in Policy DMP19 and draft Local Plan Policy BH13 and is 20sqm per unit (or 50sqm for family housing including ground floor flats). Childrens' play space is required in accordance with draft new London Plan Policy S4, which requires at least 10sqm per child, and the more detailed criteria set out in the Play and Recreation SPG 2015.
121. Draft 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. Compliance with these requirements should be demonstrated in the application, however further details can be required by condition.

Internal space

122. The Design and Access Statement and drawings submitted with the application demonstrate the residential unit types and layouts that would be provided as part of the development.
123. All of the residential units would be designed to comply with or exceed minimum internal space standards, and in general the unit layouts are considered to be efficient and logically laid out to achieve good levels of outlook and access to light. Approximately 75% of the units would be dual aspect, which is considered a high proportion for a development of this size, and there would be no directly north-facing single aspect units, the majority of the single aspect units facing either north-east or west/south-west so as to avoid the risk of overheating associated with south-facing units.
124. The relationship between the non-residential units and the residential units would need to be carefully considered during the detailed design stage in order to ensure satisfactory internal noise levels for residents. Further details to demonstrate this would be required by condition.
125. The layout includes secure main entrances to the residential units in each block, in locations that would be well overlooked so as to maintain a sense of security and natural surveillance. The Mayor's Housing SPG advises that no more than eight units per floor should be accessed from a single core, to prevent an impersonal and unneighbourly character from developing. The layout of the majority of the blocks would meet this requirement. It is noted that the layout of block C1 would result in a maximum of nine units per floor accessing one core. However, whilst this is not strictly in accordance with the guidance it is not considered so excessive as to be of concern, with a glazed decked access that

overlooks the podium garden..

Accessible and adaptable units

126. The Design & Access Statement demonstrates how the development would incorporate principles of inclusive design, including step free access and unobstructed sight lines. It also confirms that 10% of new homes would be designed to accord with Building Regulations requirement M4(3), to be wheelchair accessible, or easily adaptable, and that these would be located on ground floors or accessed directly from the street or be situated with blocks that have two lifts.
127. To ensure these standards are met, a condition would be imposed to require that 90% of the units would accord with Building Regulations requirement M4(2) for 'Accessible and adaptable dwellings', and 10% would meet M4(3) requirements.

Relationship between proposed units

128. It is noted that some separation distances between proposed residential units, both within the same block and between neighbouring blocks, would measure less than the minimum 18m guidance as stipulated in SPD1. However, these would generally be between secondary windows that residents would not rely on for their light and outlook, and windows have been positioned so as to not directly face one another. Examples of these minor shortfalls include a distance of 13.37m between the balconies of the northern units in Block B1 from floors 1 to 7, and a distance of 13m between the inward facing habitable rooms of the units looking across the podium garden at their closest distance but at an oblique angle within Block C1. It is considered that on balance, the close arrangement of the proposed units is characteristic of urban living and the proposed relationship between residential units is not considered to result in any significant impact on the residential amenity of future occupiers in terms of loss of light, outlook, or privacy.
129. Some minor amendments to the design and layout of the units have been agreed with the applicants and are shown on the amended plans. These involve, for example, changes to the layout of the 3bed mews houses to increase separation distances between habitable rooms.
130. The overall arrangement of fenestration within the residential units would also add to increased passive surveillance for the public realm which is welcomed. It is noted that a number of balconies would adjoin one another, and a condition would be required to ensure details of privacy screening are submitted and approved.

Daylight and sunlight

131. Analysis of the proposed residential accommodation shows that the majority of rooms would achieve full compliance with the BRE Guidelines in each of the tested scenarios. The analysis shows that a total of 83% of the rooms assessed would meet the Average Daylight Factor (ADF) target and 69% of the assessed windows would comply with the Annual Probable Sunlight Hours (APSH) target.
132. The majority of proposed units would experience high levels of interior daylight and sunlight amenity. Where breaches of the target values occur within the scheme, they primarily relate to rooms lit by windows set directly beneath balconies. In these cases, the amenity benefits associated with the balconies is considered to offset any associated reduction in natural light. It is also noted that many of these rooms would also be served by balconies which restrict internal light levels to some extent whilst also providing valuable private external space.
133. Overall it is considered that the residential units would receive good internal light levels for a dense urban setting.

Overheating analysis

134. An overheating analysis was submitted outlining the strategies proposed to reduce the cooling demand and the overheating risks of the development, in line with the cooling hierarchy set out in London Plan Policy 5.9.
135. The proposed strategies include minimising internal heat generation through energy efficient design, reducing the amount of heat entering the building during the summer, the use of thermal mass and high ceilings to manage the heat within the building, the use of passive ventilation and use of mechanical

ventilation. Overall it is considered that that the risk of overheating would be satisfactorily resolved through these measures.

External amenity space

136. The proposed residential units would have access to a mixture of private balconies or terraces and communal gardens. For Block B1, shared amenity space would be provided in the form of a podium garden, along with ground floor amenity space in the form of an internal courtyard (the latter has not been included in the assessment of residential amenity space as it would also be accessible for commercial tenants and used to an extent for general circulation and servicing). For Block C1, shared amenity space would be provided in the form of a podium garden, along with roof top gardens on the seventh and eighth floors. Shared amenity space would be provided in the form of a podium garden and ground floor amenity space along the park edge for Blocks C2, C3 and C4.

137. The overall provision of amenity space has been assessed against the requirements of Policy DMP19 in the table below. The private balcony or terrace area for each unit has been assessed against the 20sqm or 50sqm standard as appropriate (these calculations are not provided in the report but are available on request), and a cumulative shortfall calculated for each block (where units have an excess of private amenity space this is counted as a zero shortfall). The communal amenity space available to each block has then been compared to the cumulative shortfall to derive a residual shortfall for each block.

Block	Cumulative shortfall	Communal amenity space	Residual shortfall / overprovision
B1	1,394sqm	1,311sqm (podium garden)	84sqm shortfall
C1	2,074sqm	1,986sqm (podium garden and two roof terraces)	89sqm shortfall
C2	926sqm	739sqm (podium garden and park edge garden)	187sqm shortfall
C3	887sqm	1322sqm (podium garden and park edge garden)	435sqm overprovision
C4	889sqm	1327sqm (podium garden and park edge garden)	437sqm overprovision

138. The proposed communal amenity spaces would incorporate a range of activities for future residents including doorstep play, meeting and sitting areas, garden spaces with hard and soft landscape and planting. Their design and form of access ensures that they would be accessible to users with all levels of ability. The communal gardens would incorporate appropriate lighting to highlight key elements in the evenings without creating light overspill into the adjacent dwellings. Other functional lighting would also be provided at the core entrances. Playable spaces would be sensitively integrated into the courtyard design. The communal areas would contain playable objects forming an integral part of the overall design to encourage imaginative and diverse play for younger children. The planting scheme would further enhance the courtyards, enticing the residents to use them.

139. The scheme would include residential units sited adjacent to communal garden areas, making the need for defensible space all the more important if the future occupants are to have any meaningful outlook and not be overlooked. Additional details regarding the design and quality of proposed defensible space would be secured via condition to safeguard the residential amenity of future occupiers of the units. It is noted that some residential windows would be sited adjacent to communal deck access areas without defensible space. However, these would mostly serve kitchens which is not considered to result in any detrimental harm in terms of privacy. Overall the siting of these windows is considered to result in a beneficial increase in passive surveillance for the communal areas, especially regarding the windows which would overlook play areas, and is therefore welcomed.

140. The results of the overshadowing assessment for amenity spaces indicates 62% of the total amenity space assessed would achieve direct sunlight levels in line with the BRE criteria. Whilst there are areas below the suggested targets, these areas would receive some direct sunlight for part of the day and are generally linked to well sunlit spaces.

Play and recreation

141. London Plan Policy 3.6 and Policy S4 of the draft London Plan seek to ensure that development proposals include suitable provision for play and recreation, and incorporate good-quality, accessible play provision for all ages, of at least 10sqm per child.
142. Independent calculations show that a total of 2,704sqm play space is required for the scheme based on the GLA Population Yield calculator. The Planning Statement and Design and Access Statement for the scheme set out that 4,560sqm. of play space would be provided. Indicative plans have been provided showing the locations of play space within the scheme, including areas within communal courtyards of the blocks, as well as publicly accessible areas.
143. The submitted play strategy states that a play area for younger children would be provided in the Neighbourhood Square. This would be an open space of 1,500sqm with a range of equipment. A further 300sqm of play space would also be included in each of the four podium gardens in Blocks B1, C2, C3 and C4, and 500sqm of play space would be located in the podium garden in Block C1. Incidental play spaces and fitness elements would also be provided as part of the linear park along the main street. Overall, these features would provide 4,560sqm of play space. Further details of play equipment would be required by condition, together with maintenance arrangements (as play equipment would not be adopted or maintained by the Council) and measures to ensure children do not run out into the road.
144. The Design and Access Statement states that due to space restrictions, the type of play provided on the site would be predominantly for age up to 12yrs, with the toddlers' activity concentrated within the courtyards and play space for age 5-12yrs within the neighbourhood square.
145. Playable space must only include spaces where children's active play is a legitimate use of the space, and playable spaces typically should include design elements that have 'play value'. Further detail would be required regarding the design and nature of the proposed play spaces which would be secured via the landscaping condition. Early implementation of the play space within the delivery of the scheme would also be secured via an appropriately worded condition.

Conclusion

146. 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 Blocks B1, C1 and C2 would have a small shortfall in external amenity space against the Policy DMP19 standard, the other blocks would have a small overprovision. However, 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 close proximity to Northwick Park. These factors, together with the provision of landscaped public realm around the site such as the neighbourhood square and the linear park which would provide easily accessible additional external amenity space for residents, are considered to adequately mitigate the shortfall of private amenity space for some blocks. Furthermore, 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 wider public realm, notwithstanding some limited areas of shortfall against Policy DMP19.

Wind microclimate

147. London Plan Policies 7.6 and 7.7 and draft 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 as an appendix to the ES and summarised in Chapter 11 of the ES. This includes consideration of the impact of climate change, however probable changes in median wind speeds from the baseline scenario to the 2080s are not predicted to exceed 0.07m/s, which would not significantly impact on the predicted wind microclimate conditions.
148. 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.

149. The assessment includes various scenarios, and the following results are based on the detailed development including the proposed landscaping measures being completed. It shows that the wind microclimate around the development would range from sitting to walking conditions during the windiest season (winter) and from sitting to standing conditions at most locations during summer. Pedestrian thoroughfares would achieve strolling conditions or calmer in the windiest season. Pedestrian crossings and entrances to buildings would have standing conditions or calmer, bus stops within the site and along the spine road would have sitting conditions in the windiest season, and roadways would have strolling conditions or calmer. Ground level and podium amenity spaces would have sitting or standing conditions in summer with seating areas located where sitting conditions can be achieved, and similar conditions would be maintained in amenity areas surrounding the site.

150. However, a number of balconies on the taller elements of Blocks B1, C1 and C4 would not achieve sitting or standing wind speeds in summer and would require mitigation measures. Recommended measures include solid or semi-porous balustrades, side screens and landscaping elements. Further details of the mitigation measures to be provided would be required by condition. Subject to this condition, the proposal is considered to provide an acceptable wind microclimate for residents.

Green infrastructure and natural environment

Impacts on trees

151. Trees are a material planning consideration, and also contribute to the biodiversity value of the site by providing 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.

152. The site includes a number of mature trees scattered throughout the site, including a number on the boundary with the Park which reinforce the mature tree belt along the Park side of the boundary. An Arboricultural Impact Assessment has been submitted, identifying a total of 67 trees and tree groups of which 44 would be removed to facilitate the development. All trees have been categorised as of high, moderate or low quality (there are no Category U trees, those which not suitable for retention due to their poor condition, on the site), and a summary of trees to be retained and removed is provided in the following table.

	Retained			Removed		
	Trees	Groups	Subtotal	Trees	Groups	Subtotal
A (high)	1	0	1	0	0	0
B (moderate)	20	2	22	12	0	12
C (low)	0	0	0	29	3	32
Totals	21	2	23	41	3	44

153. No trees within the Park boundary would be removed, and so the continuous mature tree belt would be retained. These include the one Category A tree surveyed, a White Willow (T185). Trees to be removed would be of various species including Ash, Lime and White Willow, a cluster of Cypress trees on the northwestern corner of the site and a row of London Plane trees on the western edge of the car park. Tree protection measures have been recommended in respect of retained trees, including for trees along the Park side of the boundary. These would include submission and approval of finished ground levels within the Root Protection Areas of retained trees, and would be subject to an Arboricultural Method Statement and arrangements for supervision. The Council's Tree Officer has been consulted and considers that the proposals are acceptable, subject to high quality replacement tree planting being secured, together with financial compensation for any net loss of trees on site.

154. The Design and Access Statement sets out the proposed tree planting strategy. This proposes a wide variety of species including several types of street trees which would line the streets of the development and would include species chosen to contribute to the 'rain garden' linear park running along the main street, small child friendly trees and some larger trees in the neighbourhood green,

multi-stem trees along the mews streets, trees to form a native planting edge along the Park boundary, and smaller trees for the podium and roof gardens. Temporary tree planting is also proposed in the temporary amenity space area.

155. Excluding the temporary trees, a total of approx 208 new trees are indicated as being planted within the site. This represents a replacement ratio of 4.7 new trees for each tree lost, and is considered to adequately mitigate the loss of 44 existing trees and tree groups, such that a financial contribution to tree-planting off site is not required in this instance. Further details would be required as part of the landscaping condition, including the exact number, type, species, biodiversity value and location of each tree together with the design of tree pits and details of soil depths on podium gardens and roof terraces.
156. A detailed arboricultural method statement, tree protection plan, supervision schedule would also be required as a pre-commencement condition, together with details of finished ground levels within the RPA of retained trees.

Biodiversity impacts

157. London Plan Policy 7.19 provides protection for Sites of Importance for Nature Conservation (SINCs) and this protection is carried forward into draft London Plan Policy G6. Brent's draft Policy BG11 also seeks no net loss of biodiversity and encourages urban greening proposals to also support biodiversity. The SINC designation is the lowest tier of the designations set out in Policy 7.19, which provides the greatest level of protection for sites with international or national designations, followed by sites of metropolitan importance for nature conservation. Whilst the overall aim of this policy (and of the emerging policies) is to protect habitats and species of biodiversity value, it states that sites with SINC status should be given the level of protection commensurate with their importance.
158. There are two SINCs relevant to this site, both classified as of Borough Importance Grade 1. The 'Northwick Park and the Ducker Pool BI03' SINC includes the tree belt along the southern boundary of the outline site, the tree belt and ditch on the eastern boundary with Northwick Park, the Brent Council parcel of land to the north of this site, and part of the University site. The only area of this site within the SINC is part of the eastern boundary, as this includes some mature tree cover reinforcing the tree belt in the Park.
159. The 'Northwick Park and Kenton Railsides B106H' SINC includes the railway embankment to the north of the site. This is also a designated wildlife corridor and green chain, and so is protected under Brent's Policy DMP8 and emerging policy BGI1 from development that would compromise its biodiversity or recreational function. However this is a lower status designation that reflects the importance of the vegetation alongside railway lines in providing movement corridors for a variety of wildlife, and does not in this case provide any additional protection above that afforded by Policy 7.19. This SINC is approximately 100m from the site, however, and would not be directly affected by the development.
160. A review of all SINC sites across the Borough was conducted on behalf of the Council in 2014. In respect of the BI03 SINC, this was identified as potentially supporting reptiles, amphibians, invertebrates, birds, and foraging and potentially roosting bats. However, the main features of biodiversity value are to the south of the site, whilst the areas within the University and Brent Council sites consist mainly of amenity grassland with some broadleaved plantation woodland and dense continuous scrub. The review does not include any specific recommendations for these areas, but does recommend allowing meadow areas to develop adjacent to the Park boundary. The BI06H SINC consists of broadleaved semi-natural woodland and is identified as potentially supporting reptiles, birds, invertebrates and foraging bats, but the review does not make any specific recommendations that would affect the application site.
161. An Ecology Report has been submitted as Chapter 12 of the Environmental Statement, supported by a more detailed Preliminary Ecological Appraisal which aims to identify signs and evidence of protected and priority species including bats, great crested newts, reptiles, badgers, hedgehogs and nesting birds, based on local data and site surveys. The appraisal covers the outline site as a whole, but subdivides it into distinct zones of which this site comprises A1 Boiler House Land and A2 Car Park Land. Zone A1 was found to support ruderal herbaceous plants and grasses over hardstanding areas, and a small Leyland cypress boundary shrub-line on its northern boundary, while Zone A2 supports amenity grassland throughout, and scrub on the eastern boundary.
162. The proposal could also potentially affect biodiversity interests on the adjoining parts of the outline site. To the south, Zone A3 Nightingale Avenue supports small residential gardens, amenity

grassland, scattered trees, and garden beds throughout. To the north, Zone B1 Brent Site is part of the B103 SINC and was found to be an area of open amenity grassland with a small section of mixed trees and shrubs, and hardstanding paths. To the northwest, Zone C Developable Site for University of Westminster, includes an area of newly sown meadow land which is also part of the B103 SINC, as well as garden beds and mature scattered trees. The proposed spine road is also assessed as a separate zone.

163. Site surveys found that the vast majority of the site was identified as being of very low suitability for protected and priority species such as badgers or reptiles. Boundary habitats could be suitable for amphibians, although no evidence of any was found on site. Birds were observed on or close to the site, and it is considered likely that moderate numbers of common and widespread species may nest in trees and hedgerow on and around the site, although the site overall is very low in suitability for protected and rare bird species and no evidence of these was found during the survey. Although flat roofs may be used by nesting gulls, no evidence of this was observed. Otherwise, the site was found to be very low in ecological value or potential to support nesting birds. The survey also considered the ecological value of the ponds within the golf course grounds. However these also did not show any evidence of amphibians.
164. Some trees surveyed were considered to have potential bat roosting features, although no evidence of bat activity was found. The majority of the site was considered to have very low suitability for foraging bats, although the eastern and southern boundaries were of at least moderate suitability. The Social Club building was identified as having low bat roosting potential. Bat surveys of areas that may be used by bats were carried out on six further occasions at dusk or dawn. No evidence of bat activity or bat roosts was observed in the trees or building surveyed, and very low numbers of foraging and commuting bats were observed and detected in the area during the surveys. The risk of significant impact to bats is therefore considered to be low, and further surveys are not required. There were some records of hedgehogs locally, however there were no signs or evidence of these on the site. It is possible that hedgehogs could use habitats adjacent to the proposed site, although significant use of the site was considered unlikely.
165. The impacts of climate change have also been considered. These could be beneficial or adverse depending on the specific species and habitats, but on an artificial and urban site of this nature precipitation is likely to be a more significant influence than long-term changes in average temperature. Increased temperatures could encourage a more diverse range of species such as bats, however the urban habitat of the site and surrounding area is unlikely to support these. Increased precipitation levels could increase peak flow in the boundary ditch and peak run-off across the site, however mitigation measures including sustainable urban drainage and increased tree planting would be features of the scheme to mitigate these impacts.
166. Further precautionary and compensatory measures are recommended in the Appraisal, to avoid or minimise any impacts on protected species and other wildlife in the construction period. These include bat inspections prior to felling of any mature trees, measures to be taken if bats or other protected species are observed, vegetation and building removal to take place outside the bird nesting season or in the presence of an ecologist, protection of active bird nests, and storage of construction materials on hardstanding or pallets. Suitable measures would be secured under a Construction Environmental Management Plan (CEMP), which would be in place during the construction phase, and this would be required as a pre-commencement condition.
167. For the completed development, a wildlife-friendly lighting strategy is recommended, together with replacement planting of native and wildlife-attracting plants and trees, deadwood to be retained and provision of habitat boxes (including for birds, bats and hedgehogs) to enhance biodiversity value across the site. Further details would be required by condition. The CEMP would also include a requirement for an updated assessment of the ecology of the site, following completion of each Phase and no later than two years following completion of the development.
168. In terms of this application, the main adverse impact would be the loss of trees and vegetation providing opportunities for bat and hedgehog foraging, and potential bird nesting and bat roosting features, during the construction period. However, this impact is considered to be acceptable subject to the precautionary measures highlighted above. Replacement tree planting and landscaping would compensate for the loss of these features, providing new biodiverse, connected corridors, and the overall scale and nature of landscaped features would represent a significant improvement on the existing site. Nonetheless, to compensate for the temporary loss of habitat during the construction period, a financial contribution of £10,000 towards biodiversity enhancement measures in Northwick Park would be secured through the s106 agreement.

Urban greening

169. Draft 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 BG11 supports this approach but does not propose a borough-specific Urban Greening Factor, therefore the generic Factor is used to assess developments in Brent.
170. The existing site is primarily hard surfaced and dominated by parking areas, and the proposal seeks to organise the built form around a green structure, which is welcomed. The urban greening approach provides a means of assessing how successfully the proposal achieves this aim, and an incentive to optimise green space and other natural features on site.
171. Further information on the Urban Greening Factor of the existing and proposed site is to be provided via the Supplementary Agenda and in response to the GLA Stage 1 report. However, officers consider the overall extent and quality of green features across the site to be very high, and there are no concerns regarding compliance with these policies.

Flood risk and drainage

Flood risk

172. The NPPF 2019 requires a site-specific Flood Risk Assessment to be submitted for applications on sites of over a hectare in area, and this policy is reinforced by London Plan Policy 5.12 and Brent's Policy DMP9a.
173. A Flood Risk Assessment has been submitted with the application. The Environment Agency Flood Zone Map shows that the whole site is located within Flood Zone 1, which is defined as land having a less than 1 in 1,000 annual probability of river or sea flooding. As such, the risk of fluvial flooding is deemed to be low. The Sewer, Groundwater & Artificial Flood Risk Web Map of the West London Strategic Flood Risk Assessment (SFRA) confirms the site has no susceptibility to groundwater flooding and is not in an area with increased potential for elevated groundwater. The bedrock geology of the site is London Clay and is likely to be impermeable in nature. Further ground investigations and winter monitoring are recommended to confirm the groundwater level beneath the site, however the risk of groundwater flooding is low.
174. The West London SFRA also indicates that there are no instances of sewer flooding on the site. A pre-development application was made to Thames Water to check the capacity of the existing public sewer to accept flows from the development. Thames Water have advised that the public foul sewer could accept the flows from the application site. Thames Water have also indicated that the public surface water sewer could accept the surface water flows from the site, which are proposed to be restricted to the greenfield rate. From the available information, the risk of sewer flooding for the proposed development is considered to be low.
175. The information available from the Environment Agency website and West London SFRA for risk of inundation from reservoirs indicates that the site is not within an area at risk of flooding and is at low risk of flooding from artificial sources. However, small parts of the site are at high risk of surface water flooding, as are parts of the residential area to the south and the Pryors Path footpath running alongside the site in Northwick Park.

Drainage

176. London Plan Policy 5.13 and Brent's Policy DMP9b require development proposals to utilise sustainable urban drainage systems (SUDs), with the overall aim of achieving greenfield run-off rates and ensuring surface water run-off is managed as close to its source as possible.
177. A Drainage Strategy and Maintenance Statement has been submitted. This proposes a range of sustainable drainage measures including green roofs, blue roofs, lined rain gardens, lined permeable surfaces, underground attenuation tanks, proprietary treatment systems and complex flow controls. The volume of surface water run-off would be restricted to greenfield rates.

Conclusion

178. The Local Lead Flood Authority have been consulted and have confirmed that the site is at very low risk of flooding from rivers and the sea, artificial sources and groundwater, although some areas are vulnerable to surface water flooding. The proposal would deliver a significant reduction in overall discharge rates, from brownfield rates to greenfield rates, and this would reduce ponding areas that are present in the wider outline site and would have a significantly positive impact on the overall flood risk to the local area including the site itself.
179. Furthermore, the implementation of sustainable drainage measures such as blue and green roofs would improve the environmental impact of the development by reducing carbon emissions and providing ecological enhancement. The attenuation via underground tanks and complex flow controls corroborates with the micro drainage calculations, demonstrating that adequate attenuation would be provided for the site overall. On the basis of the information provided, the proposed development would dramatically improve the flood risk to the area, whilst the implementation of green sustainable urban drainage measures demonstrates a development that aligns with current best practice and Brent's ethos on modern SuDS implementation. The proposal is acceptable in terms of flood risk and drainage, and no conditions are required other than the implementation of the approved Strategy.

Sustainability and energy

Policy background

180. Major residential developments are expected to achieve zero carbon standards, including a 35% reduction in on-site carbon emissions compared to the Building Regulations 2013 Target Emission Rates, in accordance with London Plan Policy 5.2. For non-domestic floorspace, the policy target is a 35% on-site reduction in carbon emissions. An Energy Assessment is required, setting out how these standards are to be achieved. Any shortfall in achieving the target emissions standards is to be compensated for by a financial contribution to Brent's Carbon Offsetting Fund, based on the notional price per tonne of carbon of £60 over a period of 30 years.
181. Brent's Policy CP19 requires a Sustainability Statement setting out measures that would be taken in response to climate change, including limiting water use to 105 litres per person per day. It also requires any proposal for commercial floorspace of over 1,000sqm to demonstrate that it achieves BREEAM Excellent standards.

Assessment of proposal

182. The residential element of the development would achieve a 39% reduction in carbon emissions compared to the Building Regulations 2013 baseline, including 11% through Be Lean measures such as energy efficient building materials, U-values and glazing. Be Clean measures would increase this to a 38% reduction, with the proposal for a hybrid (air source heat-pumps combined with gas boiler) energy centre and connection to a district heating network if one becomes available in the future. Be Green measures comprising rooftop photovoltaic panels would take the total reduction up to 39%. The commercial element has been assessed separately and would achieve a 49% reduction overall.
183. Both elements would exceed the policy requirement for reduction in on-site carbon emissions and in combination would deliver a 40% reduction in carbon emissions. Monitoring facilities would be installed to allow for energy performance to be monitored and reported for at least five years post construction.
184. The GLA considers the energy strategy to be generally compliant with London Plan and draft London Plan policies, and is discussing detailed technical issues with the applicant prior to the Stage 2 referral. Brent's Energy and Sustainability Officer also considers the proposals to have effectively optimised opportunities for carbon emissions reduction on-site. A district heat network combining this site with the University and Hospital sites has been considered, however given the disproportionately high demand for energy generated by the Hospital this is not considered a practical solution at this time. Notwithstanding this, the application would need to make provision for future connection to a district heating network, and further details of this would be required by condition. A commitment to connect to a district heating network should one become available would be secured through the s106 agreement.
185. The remaining carbon emissions would be offset by a contribution to Brent's carbon offsetting fund, which at this stage is estimated to be £671,910. An updated Energy Assessment, recalculating predicted carbon emissions based on detailed construction drawings, would be required prior to

commencement of any phase, together with an initial offsetting contribution. Following completion of each phase, an Energy Assessment Review would be required, recalculating carbon emissions again and at this stage the final offsetting contribution would be required. The resubmission of Energy Assessments and the two-stage contribution are intended to provide an incentive to developers to seek further reductions in carbon emissions during the detailed design and construction stages, in order to reduce the financial contribution payable.

Environmental health

Air quality

186. Like many areas in Brent, the site is within an air quality management area, and London Plan Policy 7.14 and draft London Plan Policy SI1 require major developments to be supported by an air quality assessment and to demonstrate 'air quality neutral' impacts. The assessment should consider the potential emissions to the area associated with the development as well as the potential impact on receptors to the development.
187. The applicant has submitted an air quality assessment as Chapter 9 of the ES and a supporting appendix. This assessment considers emissions during construction as well as operational impacts. All impacts are considered to be not significant if mitigation measures are in place during construction and if the energy plant is installed as per the information provided within the assessment. The assessment also includes an air quality neutral assessment and this has demonstrated that the development would be air quality neutral. As demolition and construction has the potential to contribute to background air pollution levels and cause nuisance to neighbours, a construction method statement would be required as a pre-commencement condition to ensure adequate measures are in place to control dust, noise and other environmental impacts, and this has been acknowledged in the ES.
188. Environmental Health officers have been consulted and have confirmed that there are no objections in terms of air quality impact. No conditions are required other than compliance with the approved assessment, with controls on Non-Road Mobile Machinery and the submission of a construction method statement as noted above.

Contaminated land

189. The site and surrounding area has been identified as previously contaminated and therefore a full assessment of land contamination is required. A desk top study has been submitted and recommends that a Phase 2 ground investigation should be undertaken.
190. Environmental Health officers have been consulted and have confirmed that a condition is required to secure a site investigation and any mitigation measures necessary.

Noise and vibration

191. A noise and vibration assessment was submitted as Chapter 8 of the ES, with an accompanying technical appendix. Key noise sources at the site were identified as being trains, road traffic and plant services associated with Northwick Park Hospital. The survey consisted of unattended and attended noise measurements and vibration measurements. The results from the survey will be used during the design of the proposed development and as the baseline for further noise and vibration assessments. Mitigation measures are proposed for the demolition and construction stage, and adequate measures would be secured through the construction method statement. No mitigation measures are considered to be necessary for the completed development.
192. The potential impacts of climate change have been considered as part of the noise assessment. Increased temperatures in summer may result in future residents having to rely on natural ventilation for longer periods of time, exposing them to external noise for longer periods of time. However, this would be a similar prospect to that faced by residents elsewhere, and residents would benefit from relatively low levels of road traffic and proximity to the open space of Northwick Park. Furthermore, the risk of overheating in residential units has been addressed in the Energy Strategy.
193. Environmental Health officers have been consulted and have requested conditions to secure measures to mitigate construction noise and vibration, to attain adequate internal noise levels for residential units and plant noise levels, and sound insulation between commercial and residential units.

Lighting

194. A condition is required, to ensure a scheme for external lighting is submitted for approval and that this complies with the Institute of Lighting Professionals' guidance on reduction of obtrusive light (2020).

Odour

195. An appropriate odour control system would be required for any commercial kitchens within the A3 uses. This would be secured by condition.

Transport considerations

Existing situation

196. The site depends on the one-way ring road serving Northwick Park Hospital for vehicular access from Watford Road (A404). Bus routes H9/H10 and 186 serve the ring road, stopping at the social club. The Public Transport Accessibility Level (PTAL) varies from 3 (moderate) at the south of the site to 5 (good) at the north of the site, which is in close proximity to Northwick Park station.
197. Pedestrian access is also available along the northern section of the hospital ring road and the public right of way to the north of this, from Northwick Park station and from Northwick Park itself via the Priors Path footpath running along the eastern boundary of the site.

Access

198. Road access to the site would be provided from the existing northern access to the Hospital from Watford Road and the northern section of the Hospital ring road. This access would be converted into a two-way all-movements signalised junction including toucan crossing facilities for pedestrians and cyclists. The section of the ring road would be converted into a two-way spine road to serve the application site in addition to the existing University and Hospital facilities.
199. A new 3.5m wide shared footway and cycleway would be provided on the northern side of the spine road, and the existing zebra crossing at the eastern end of the road would be relocated approx 100m to the west. The existing 2m wide footway on the southern side of the road would be retained.
200. The works to create the spine road have been applied for separately and would be implemented under the full planning application 20/0677 or the outline application 20/0700. The three applications would be linked by a s106 agreement, and this would secure the construction of the road and footway / cycleway to adoptable standards before any of the residential units are occupied.

Road layout within site

201. The spine road would connect to a new two-way main street within the development, which would run north-south and would connect to an east-west street to the south of Block C1 which would allow traffic from within the site to exit onto the eastern section of the Hospital ring road. These would all be designed as secondary vehicle routes, catering for lower levels of traffic than the main spine road, and would mainly be used by residents of the development.
202. The streets between Blocks B1 and C2, and between Blocks C4 and C3 would be tertiary vehicle routes to allow access for servicing vehicles and to the residential parking and cycle parking areas within each block, with vehicular dead ends at defined points. The latter street would also provide a pedestrian and cycle route into Northwick Park, and works to link this to the Priors Path footpath would be secured in the s106 agreement. Between Blocks C2 and C4, and to the south of Block C3, would be mews streets designed primarily for pedestrian and cycle use although service vehicles would be able to access the entrances to these streets for bin collection.
203. To the south of Block C1 a tertiary street would run along the edge of the neighbourhood green space. This would provide access to the residential parking area, however it is proposed that the remainder of the street would be for emergency and servicing vehicles only, with all other vehicles using the main street to exit the site. Further details would be required as part of the landscaping scheme, to demonstrate how vehicle access to this and the other side streets would be restricted, to ensure that they provide pedestrian and cycle friendly environments. This route would also continue across the main

street to link to the side street providing pedestrian and cycle access into Northwick Park, and the landscaping scheme would also be required to demonstrate how pedestrian and cycle movements could be prioritised throughout this route, and other means to establish visual continuity and aid wayfinding to the Park.

204. The main street is intended to be adopted by the highway authority, as are other routes within the wider outline site (these are the proposed spine road, the pedestrian and cycle route from Block B1 to Northwick Park station and the east-west road along the existing alignment of Nightingale Avenue). The design of the street includes raised tables and kerb build outs to provide traffic calming measures, and double yellow lines would provide parking controls. A s38 agreement would be needed to secure the construction and adoption of the main street, and this would be secured as part of the s106 agreement.

205. All side streets and access roads within the site would be retained as private streets and managed by the Applicant.

Parking provision

206. Brent Policy DMP12 supports car-free developments on sites in highly accessible areas, and this is reinforced by the current London Plan and the Draft New London Plan. Although parts of the site are less accessible, the scale of the site provides an opportunity to promote a genuinely forward thinking scheme that encourages sustainable travel patterns.

207. Residential parking provision reflects Draft London Plan Policy T6.1, which allows up to one space per dwelling in outer London areas with poor PTAL ratings and requires developments in areas with very good ratings to be car free other than for disabled use. The application would provide parking at a ratio of 0.11 spaces per dwelling, comprising a total of 73 spaces including 20 spaces for disabled use to serve 3% of the dwellings. Parking provision is proposed as in the following table:

Block	Nbr units	Nbr standard parking spaces	Nbr disabled parking spaces	Total spaces
B1	140	0	0	0
C1	261	25	9	34
C2	83	9	4	13
C3	85	9	4	13
C4	85	10	3	13
Total	654	53	20	73

208. Block B1 would be acceptable as a car-free development given its proximity to Northwick Park Station, however this block would not contain any wheelchair accessible units it would still require disabled parking to cater for 3% of residents (four spaces) as Blue Badge holders would not necessarily also be wheelchair users. It is proposed that spaces for any Blue Badge holders resident in Block B1 would be made available in the adjacent Block C2, which has been accepted by Transport officers as it would be within the maximum acceptable distance of 50m from Block B1.

209. No details of electric vehicle charging points have been provided, and these would be required for at least 20% of the units together with passive provision for the remaining units. Further details would be secured by condition. A car park management plan would also be required by condition.

210. Commercial parking provision would be limited to one disabled space adjacent to Block B1, for visitors to the non-residential elements of that block, and two short-stay spaces on Main Street to allow for other circumstances such as drop-off and pick-up trips generated by the nursery.

211. To reinforce sustainable travel choices and prevent overspill parking onto neighbouring residential streets, a range of measures would need to be secured through conditions and the s106 agreement. It is noted that the hospital grounds are covered by a car parking management plan which is to be strengthened as a result of the permission granted for a multi-storey car park under reference 19/4272. Furthermore, the existing residential area to the south of the site is subject to its own private parking controls which will remain in place until such a time as this area comes forward for redevelopment as Phase 3 of the outline application.

212. The nearest public roads, which are subject to few if any parking controls, are the residential streets to the north of Northwick Park station approximately 250m away, the residential streets at the southern end of the parkland approximately 300m away and Windermere Avenue to the east of the West Coast railway line approximately 350m away via a footbridge to Conway Gardens. To mitigate the risk that residents might seek to park in those areas, a contribution of £200,000 towards implementation of a Controlled Parking Zone (CPZ) is required and would be secured through the s106 agreement, together with parking permit restrictions to ensure that future occupants would not be eligible for residents parking permits (except blue badge holders).
213. A contribution on this scale is considered reasonable given the scale of the development, the lack of any existing parking controls and the lack of other developments on a similar scale coming forward in the surrounding area.

Cycle parking

214. Emerging London Plan Policy T5 requires cycle parking to be provided at a level of one space per studio unit, 1.5 spaces per 1bed units and two spaces for all other units. This results in a minimum requirement of 1,196 long stay cycle parking spaces to be provided for residential uses in this case.
215. The proposal includes 1,200 spaces, so meets the policy requirement in terms of numbers. The 3bed mews houses in Blocks C2, C3 and C4 would each have individual cycle stores located within their forecourts. For other units, cycle stores would be located within the ground floor covered parking area of each block and accessed either through the vehicular access or from the street. Non-standard cycles such as tricycles and cargo bikes could be locked securely on the 122 spaces proposed as Sheffield stands, representing 6% of the total spaces which exceeds the minimum requirement of 5% for non-standard spaces.
216. The remaining spaces would be provided as two-tier stands, with adequate access arrangements and aisle widths. Further details of the cycle storage have been provided to demonstrate that details such as spacings between stands would be provided in accordance with the product specification. For the commercial units, long-stay cycle parking would be provided by tenants as a requirement of their lease. As these units would be provided as shell and/or shell and core at this stage, cycle parking could be accommodated as part of the detailed fitout of the units, and a condition requiring further details at that stage is recommended. Short-stay cycle parking is also required, to a total of 50 spaces including both residential and commercial uses. A total of 33 Sheffield stands (providing 66 spaces) are indicated, which exceeds the requirement.

Delivery, servicing and construction traffic

217. An outline delivery and servicing plan has been submitted. Refuse vehicles would use the spine road to access the site, travelling down the main street and returning along the south of Block C1 to exit onto the eastern section of the Hospital ring road, and would also be able to reverse into the narrower tertiary streets for short distances. Transport officers consider this strategy to be acceptable in principle.
218. Residential bin stores would be provided in each block, and would satisfy the Council's requirements in terms of the capacity provided per block. Bin store locations have been assessed by officers and further clarification provided by the applicants to demonstrate that these would be within an acceptable carrying distance of 10m from the stopping points identified, and tracking diagrams have been submitted to demonstrate that vehicles could manoeuvre safely. A small amount of managed collection arranged by the applicants would be required for Block B1, and further details would be secured in a delivery and servicing plan.
219. Other servicing activities are intended to take place from the main street, with vehicles waiting on single or double yellow lines. Transport officers have accepted this approach in principle, and have sought clarification on servicing arrangements for commercial units. These matters would be dealt with through the submission of a detailed delivery and servicing plan as a pre-occupation condition.
220. A Construction Logistics Plan (CLP) would be required as a pre-commencement condition. This plan would need to include the cumulative impacts of construction traffic, likely construction trips generated, and mitigation proposed. Further detail would be needed on site access arrangements and booking systems, construction phasing, vehicular routes to the site, 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, and measures to improve safety for vulnerable road users.

Traffic generation and highways impacts

221. To understand the likely trip generation created by the development, TRICS data from comparable sites have been analysed and an all-modes trip rate has been identified for the AM peak, PM peak and daily totals. These data are set out in Chapter 7 of the ES (table 6.6), which predicts 44 trips into the development and 281 outbound trips in the AM peak hour, together with 187 inward trips and 101 outbound trips in the PM peak hour, and a total of 1,615 trips each way daily.
222. Data on modes of travel to work from the 2011 Census were then used to determine the modal share of these trips. The share assumed for car travel was then adjusted down to reflect the low level of parking provided on the site and measures to encourage cycling and walking. This approach has been accepted in principle by your Transport officers and results in 162 car trips per day both into and out of the site. The findings have also been accepted by TfL.
223. The commercial uses within the site would be of a small scale and to cater for local needs. They are predicted to generate trips that are primarily either internal within the development, or linked to trips to the University and Hospital, or made locally by existing local or new residents and students. Delivery and servicing trips (to both commercial and residential units) have been assessed separately, and are predicted to total 58 cars and vans, and 9 larger vehicles, per day (most of these delivering to residential units).
224. The assessment of impacts on highway network capacity is based on a '2031 base minus' scenario which removes any development within the site from TfL's 2031 baseline, so as to avoid double counting. This assessment has been based on the trip generation rates for the outline application site as a whole, of which the residential units are expected to be fully occupied by 2030, and therefore provides a 'worst-case' scenario compared to this application.
225. Two models have been used. TfL's Welham Model determines the impact on the wider highway network and confirms that the resulting impacts of the development would be minimal. TfL also support this conclusion. Secondly, the Local Vissim Model has been used to determine the impact of the development and associated highway works on the capacity of junctions in the immediate vicinity and changes to journey times on selected links through the junctions. The results of this indicate that the proposed new signalised junctions would work reasonably well, albeit with a marginal increase in bus journey times as buses can currently enter the Hospital site without waiting at signal junctions. These findings have also been supported by TfL.
226. The highway network assessment shows that the impact of the development would be acceptable, largely as a result of the restraint on car parking, whilst the junction improvements on Watford Road to allow northbound traffic to turn right into the site rather than U-turning around the Kenton Road gyratory would have a positive impact.

Public transport impacts

227. The site is close to Northwick Park Underground station, which offers frequent Metropolitan Line services to central London and various destinations in north west London, and is likely to be the principal station used by residents and other visitors to the site. Kenton station is approx 700m to the south and is served by Bakerloo Line and London Overground services, whilst South Kenton station is served by the same lines but is a little further away to the south (900m). Harrow-on-the-Hill is a principal station on the Metropolitan Line, with fast limited-stop peak hour services and Chiltern Railways mainline services between Aylesbury and London Marylebone, however this is 1,500m away so is most likely to be accessed by Underground from Northwick Park station or by bus.
228. Northwick Park station is currently constrained in terms of both capacity and access, and the need for this to be upgraded is highlighted as a key infrastructure requirement in the proposed Growth Area site allocation. There are two entrances; one to the north leading onto Northwick Avenue and one to the south leading to the University and Hospital and the application site. The two entrances are connected by a subway, which is a public right of way. The central part of the subway opens up to accommodate the ticket hall and gateline area. There are three standard ticket gates and one wide-aisle ticket gate. Cycle barriers between the southern part of the subway and the ticket gates are in place to ensure cyclists dismount. The southern part of the subway is 1.26m wide at its narrowest, increasing to

2.4m width adjacent to the ticket hall, and the northern part is 2.02m at its narrowest point. There is no step-free access to the platforms, which are accessed by a single stairway inside the ticket gates.

229. Transport for London have previously undertaken detailed studies reviewing the feasibility of delivering step-free access at the station, and have identified a preferred option, which was originally intended to be delivered by 2022. However this work has been put on hold with a view to understanding the impacts of the proposed development.
230. The applicants submitted a Station Capacity Assessment as part of the Transport Assessment. This compares three scenarios: the baseline, using data from a June 2019 survey of passenger flows into and out of the station; the 2031 future baseline, using data from TfL's Railplan strategic transport model; and the 2031 future baseline incorporating growth from the proposed development of the outline site as a whole (the '2031 baseline plus'). As the survey was undertaken outside of the University terms, the surveyed flows were uplifted using Oyster card data to reflect a typical day during the April term. The impact of the detailed application itself was not modelled as a scenario, however it is assumed that this would be a pro-rata proportion of the 2031 baseline plus. The 2031 baseline plus scenario thus represents a 'worst case' scenario, however information specific to this application has been requested from the applicant and will be reported via the Supplementary Agenda.
231. Passenger flows in the 2031 baseline scenario are predicted to increase by 40.6% in the AM peak and by 41.7% in the PM peak, compared to the 2019 baseline scenario. The 2031 baseline plus scenario is predicted to result in passenger flows of 60.9% in the AM peak and 65.5% in the PM peak.
232. TfL's guidance for two-way passageways provides a formula for calculating the minimum required passageway width in relation to predicted passenger flows. Based on this guidance, the capacity of the subway is appropriate for the current level of demand but would need to be increased to at least 1.31m to cope with the 2031 baseline demand. The 2031 baseline plus scenario (ie the impact of the proposed development) would require a further increase in the width of the subway to at least 1.42m. However, the guidance also requires a minimum width of 2m for passageways, and the current 1.26m width does not comply with this requirement, notwithstanding the lesser width required to accommodate current and future demand. The cycle barriers inside the subway also create conflicts of movement and result in pedestrians and cyclists manoeuvring around them inefficiently. It is proposed to relocate these to outside of the subway entrance as part of the landscaping works for the development, in order to improve passenger flows.
233. As noted above, there are currently three standard (uni-directional) gates and one wide-aisle (bi-directional) gate. Based on TfL's station planning guidance, this is already below the required standards, as the requirement for the 2019 baseline scenario is for four uni-directional standard gates and two uni-directional wide-aisle gates. Both the 2031 baseline and the 2031 baseline plus scenarios would create a requirement for five uni-directional standard gates and two uni-directional wide-aisle gates.
234. The stairway to the platforms has a width of 1.93m. Based on TfL's station planning guidance, this is adequate for the 2019 baseline scenario and the 2031 baseline. However, the 2031 baseline plus scenario would require a stairway width of 2.18m to cope with the AM peak passenger flows. Regardless of these requirements, the guidance also require a minimum width of 2.4m for two-way stairways.
235. Providing step free access to stations is an ongoing priority for TfL and is a key part of improving access for disabled passengers and others with mobility impairments such as parents with pushchairs. The development would not create a requirement for step free access at Northwick Park station, but it is likely that a number of the future residents would depend upon it to a greater or lesser extent. As noted above, works to provide step free access have been identified previously, however other options could be available which might provide a more cost-effective solution or might be more easily integrated with works to improve capacity. Consequently, your officers consider that this requirement should be addressed together with the need for capacity improvements.
236. The applicants have agreed to undertake a feasibility study on behalf of TfL, to identify options for increasing capacity at the station, to review alternative options for providing step-free access, and to identify the likely costs associated with these works. TfL would agree the scope of the feasibility study. At this stage, the costs of the works required are unknown, however widening the subway, in particular, could be problematic in engineering terms due to the potential impact on the railway tracks. Given that capacity constraints are expected to occur as a result of baseline growth in any case, your officers do not consider it appropriate to seek a financial contribution from the development at this stage. This approach

has been agreed by TfL, and they note that the detailed application for 654 new homes would not in itself require mitigation for the site constraints but that this would occur as a result of the outline proposal. Therefore, a contribution would be secured against the outline application, details of which would be agreed between the applicant and TfL at that stage.

237. As well as addressing station capacity constraints, widening the subway would also contribute to enhancing permeability and connectivity between the site and key local destinations such as Kenton town centre and station. As such it would be beneficial both for future residents and would enable existing residential communities to access the Hospital, the Park and the commercial facilities within the development more conveniently. It would therefore be appropriate to consider further funding for these works through the Community Infrastructure Levy (CIL) and/or other funding sources, although the spending of CIL would be subject to a separate regulatory and decision-making process within the Council and any decisions.

238. The impact on capacity at Harrow-on-the-Hill, Kenton and South Kenton stations has also been assessed. At Harrow-on-the-Hill, the outline development as a whole is expected to generate an increase of 18.7% of passengers boarding on the westbound Metropolitan Line in the AM peak, and 16.9% alighting in the PM peak, compared to the 2031 baseline. At Kenton station, the impact would be marginal (due to previous journeys having been over-assigned). At South Kenton station, an increase of 10.2% of passengers boarding both Bakerloo and Overground services is forecast, with 17.5% and 14.8% respectively alighting in the PM peak.

239. In terms of capacity on trains, the outline development is forecast to result in an extra seven passengers per train departing eastbound from Northwick Park station, in addition to one or two extra passengers on other lines. This is not considered to result in any substantial impact on crowding. These stations would also be affected by new development and growth more widely and are less likely to be used by residents of this development. CIL funding, together with s106 contributions from other developments in the locality, could also potentially contribute to improvements to these stations.

Public transport – buses

240. Impacts on demand for bus services in the local area were also assessed. The results suggest that there would be approx one extra passenger per bus in the AM and PM peak hours, as a result of the outline development overall. This is not considered to trigger any requirement for contributions towards additional buses.

241. Some changes to the bus services serving the Hospital are proposed as part of the outline application ref 20/0700. These have been agreed in principle with TfL and a number would also be secured under the detailed highways application ref 20/0677 and would come into effect following construction of the spine road. However, other changes would only come into effect following the development of the residential Phase 3 of the outline site. This development would provide a triangular route, with an east-west road connecting the main street to the eastern section of the Hospital ring road. At that stage, the intention would be to divert one of the existing bus services to loop round this triangular route. In terms of this detailed application, the proposed carriageway width of 6.5m would be sufficient to accommodate buses and so would not prejudice the rerouting of bus services in the future.

242. The changes would also result in a slight increase in bus journey times on a number of the routes, due to the introduction of traffic signals at the site access and the slightly increased mileage along the spine road. TfL have provisionally accepted this and have requested a financial contribution to bus services to mitigate the delay. The timing and amount of this contribution is under discussion between the applicant and TfL, but it would not be required in relation to this application, which does not directly propose any alterations to bus services.

Travel Plans

243. A Residential Travel Plan has been submitted and, as part of the measures and incentives proposed, a car club vehicle would be provided on site, together with three years free car club membership for residents. A Framework Travel Plan for the commercial units has also been provided. It is considered that the Travel Plans could be developed further to provide a wider range of measures and incentives to encourage use sustainable transport modes, for example by supporting local cycle training and creating a cycle user group. Modal shift targets should also be provided, and Travel Plan Co-ordinators identified.

244. These issues could be addressed through the submission of detailed Travel Plans which would be secured, together with monitoring and review arrangements, through the s106 agreement.

Encouraging active travel in surrounding area

245. In accordance with Draft London Plan Policy T2, which seeks to reduce the dominance of vehicles on London’s streets, an Active Travel Zone Assessment has also been submitted. This aims to identify barriers to sustainable travel choices in the wider surrounding area that could be addressed to support new residents in making such choices. It does so by reviewing the ease of walking and cycling to key destinations within the wider surrounding area, including nearby bus stops and train stations, the future Northwick Park to Harrow cycle route, town centres, schools and colleges, medical facilities and places of worship.

246. Northwick Park roundabout is identified as being the worst part of many of these routes. Separate to the application proposal, Brent Highways have also undertaken a highway safety review of this section of Watford Road and approaches to it, and have developed a scheme to signalise the Kenton Road (east) and Watford Road arms of the roundabout, to provide a two-stage staggered pedestrian crossing across Kenton Road. The Assessment also identifies other improvements such as traffic calming measures that could be made on Kenton Road. These measures are outside of the scope of this planning application, however improvements could potentially be funded through the Community Infrastructure Levy (CIL) funding generated by new developments such as these.

247. It is noted that neighbour objections have drawn attention to other local routes, such as the footbridge from the eastern boundary of Northwick Park across the railway lines to Conway Avenue, which could also be improved. These have not been included in the Active Travel Zone Assessment as they do not provide routes to key destinations, however such works could also potentially be undertaken using CIL funding.

248. The impacts of climate change have been considered in Chapter 7 of the ES, which provides a summary of the transport impacts of the development. Changing travel behaviours in response to climate change concerns are expected to result in a switch to more sustainable modes of travel, and to lower and zero-emission vehicles. Together with technological advances to support improved telecommuting and flexible working, these changes are expected to reduce the scale of background peak travel across the borough and London, which in turn would have a beneficial impact on pedestrian and cyclist amenity. The emerging policy context strongly supports changes of this nature. The development is considered to be resilient as it is designed to reflect both current travel patterns and the emerging policy context.

Phasing and construction works

249. The proposed phasing of the development is set out in Chapter 5 of the Environmental Statement, together with details of how the demolition and construction process would be managed. A summary of the proposed phasing is provided in the table below, together with your officers’ comments on specific requirements that would be secured through the s106 agreement.

Phase	Timing	Comments
Highway works	2021 Q1 - 2023 Q1	These works would need to be completed before any occupancy or use of the development. Access for hospital traffic including emergency vehicles, and for buses, would need to be retained throughout the construction process. The new Hospital multi-storey car park (reference 19/4272) would need to be completed and operational before any works involving loss of on-site parking, and access to this would need to be retained throughout the construction period.
Phase 1 (514 units: Blocks	2021 Q1 - 2024 Q2	Arrangements for temporary nursery

C1, C2, C3 and C4)		provision would need to be submitted and agreed before demolition of the existing nursery. The new car park (reference 19/4272) would need to be completed and operational before the loss of any parking on site.
Phase 2a (140 units, commercial and nursery space: Block B1)	2025 Q1 - 2028 Q2	The new energy centre (reference 19/4272) would need to be completed and operational prior to the decommissioning and demolition of the boiler house.

Equalities

250. 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

251. 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.

252. Whilst the provision of external amenity space for some blocks falls slightly short of Brent's policy standard, this is considered to be more than adequately compensated for by the overall quality of the amenity space provided and of the additional areas of public realm. The proposal is considered to respond well to the proposed Growth Area site allocation including the wider aims of upgrading Northwick Park Underground station and Northwick Park pavilion.

CIL DETAILS

This application is liable to pay **£23,263,739.08** * 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): 5195 sq. m.

Total amount of floorspace on completion (G): 70923 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) Shops	1372		1271.5	£40.00	£0.00	£75,836.08	£0.00
(Brent) Non-residen institutions	405		375.33	£0.00	£0.00	£0.00	£0.00
(Brent) Dwelling houses	69146		64081.16	£200.00	£0.00	£19,109,918.1	£0.00
(Mayoral) Shops	1372		1271.5	£0.00	£60.00	£0.00	£78,888.31
(Mayoral) Non-residen institutions	405		375.33	£0.00	£60.00	£0.00	£23,287.00

(Mayoral) Dwelling houses	69146		64081.16	£0.00	£60.00	£0.00	£3,975,809.5
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BCIS figure for year in which the charging schedule took effect (Ic)	224	323
BCIS figure for year in which the planning permission was granted (Ip)	334	
TOTAL CHARGEABLE AMOUNT	£19,185,754.18	£4,077,984.90

*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.



Application No: 20/0701

To: Mr Connell
Sphere 25
101-135 Kings Road
Brentwood
Essex
CM14 4DR

I refer to your application dated **26/02/2020** proposing the following:

Full planning permission for demolition of existing buildings and structures on the site, all site preparation works for a residential led mixed-use development comprising 654 new homes, associated car and cycle spaces, a replacement nursery, retail space, associated highways improvements, open space, hard and soft landscaping and public realm works

and accompanied by plans or documents listed here:
See Condition 2

at **Land adjacent to Northwick Park Hospital, Nightingale Avenue, London, HA13GX**

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: 01/12/2020

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 proposal is in general accordance with the following documents:

Adopted Policy

- The National Planning Policy Framework (2019)
- The London Plan (2016 – Consolidated with alterations since 2011)
- Brent's Core Strategy (2010)
- Brent's Development Management Policies (2016)

Emerging Policy

- The Intend to Publish London Plan (2019)
- Brent's Local Plan (Reg 19 Version – 2019)

Supplementary Planning Guidance / Documents

- Mayor of London's Affordable Housing and Viability SPG (2017)
- Mayor of London's Housing SPG (2016)
- SPD1 Brent Design Guide (2018)

- 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):

Location Plan: NP-PRP-XX-XX-DR-A-2200: P2
Existing Site Plan: NP-PRP-XX-XX-DR-A-2201: P1
Existing Plans and Elevations: NP-PRP-XX-XX-DR-A-2220: P1
Proposed Site Plan: NP-PRP-XX-XX-DR-A-2230: P2
Block B1 Proposed Ground Floor Plan: NP-PRP-B1-00-DR-A-2300: P0
Block B1 Proposed First Floor Plan: NP-PRP-B1-01-DR-A-2301: P1
Block B1 Proposed Second Floor Plan: NP-PRP-B1-02-DR-A-2302: P0
Block B1 Proposed Third Floor Plan: NP-PRP-B1-03-DR-A-2303: P0
Block B1 Proposed Fourth Floor Plan: NP-PRP-B1-04-DR-A-2304: P0
Block B1 Proposed Fifth Floor Plan: NP-PRP-B1-05-DR-A-2305: P0
Block B1 Proposed Sixth Floor Plan: NP-PRP-B1-06-DR-A-2306: P0
Block B1 Proposed Seventh Floor Plan: NP-PRP-B1-07-DR-A-2307: P0
Block B1 Proposed Eighth Floor Plan: NP-PRP-B1-08-DR-A-2308: P0
Block B1 Proposed Ninth Floor Plan: NP-PRP-B1-09-DR-A-2309: P0
Block B1 Proposed Tenth Floor Plan: NP-PRP-B1-10-DR-A-2310: P0
Block B1 Proposed Eleventh Floor Plan: NP-PRP-B1-11-DR-A-2311: P0
Block B1 Proposed Twelfth Floor Plan: NP-PRP-B1-12-DR-A-2312: P0
Block B1 Proposed Thirteenth Floor Plan: NP-PRP-B1-13-DR-A-2313: P0
Block B1 Proposed Fourteenth Floor Plan: NP-PRP-B1-14-DR-A-2314: P0
Block B1 Proposed Roof Plan: NP-PRP-B1-15-DR-A-2315: P0
Block B1 Proposed Elevations Sheet 1: NP-PRP-B1-XX-DR-A-2340: P0
Block B1 Proposed Elevations Sheet 2: NP-PRP-B1-XX-DR-A-2341: P0
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 Block C1 Proposed Ground Floor Plan: NP-PRP-C1-00-DR-A-2400: P0
 Block C1 Proposed First Floor Plan: NP-PRP-C1-01-DR-A-2401: P0
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 Block C1 Proposed Sixth Floor Plan: NP-PRP-C1-06-DR-A-2406: P1
 Block C1 Proposed Seventh Floor Plan: NP-PRP-C1-07-DR-A-2407: P1
 Block C1 Proposed Eighth Floor Plan: NP-PRP-C1-08-DR-A-2408: P0
 Block C1 Proposed Ninth Floor Plan: NP-PRP-C1-09-DR-A-2409: P0
 Block C1 Proposed Tenth Floor Plan: NP-PRP-C1-10-DR-A-2410: P0
 Block C1 Proposed Eleventh Floor Plan: NP-PRP-C1-11-DR-A-2411: P0
 Block C1 Proposed Twelfth Floor Plan: NP-PRP-C1-12-DR-A-2412: P0
 Block C1 Proposed Roof Plan: NP-PRP-C1-13-DR-A-2413: P0
 Block C1 Proposed Elevations Sheet 1: NP-PRP-C1-XX-DR-A-2440: P0
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 Block C1 Proposed Internal Elevations Sheets 1: NP-PRP-C1-XX-DR-A-2442: P0
 Block C1 Proposed Internal Elevations Sheet 2: NP-PRP-C1-XX-DR-A-2443: P0
 Block C2 Proposed Ground Floor Plan: NP-PRP-C2-00-DR-A-2500: P1
 Block C2 Proposed First Floor Plan: NP-PRP-C2-01-DR-A-2501: P1
 Block C2 Proposed Second Floor Plan: NP-PRP-C2-02-DR-A-2502: P1
 Block C2 Proposed Third Floor Plan: NP-PRP-C2-03-DR-A-2503: P1
 Block C2 Proposed Fourth Floor Plan: NP-PRP-C2-04-DR-A-2504: P1
 Block C2 Proposed Fifth Floor Plan: NP-PRP-C2-05-DR-A-2505: P1
 Block C2 Proposed Sixth Floor Plan: NP-PRP-C2-06-DR-A-2506: P0
 Block C2 Proposed Seventh Floor Plan: NP-PRP-C2-07-DR-A-2507: P0
 Block C2 Proposed Roof Plan: NP-PRP-C2-08-DR-A-2508: P0
 Block C2 Proposed Elevations Sheet 1: NP-PRP-C2-XX-DR-A-2540: P0
 Block C2 Proposed Elevations Sheet 2: NP-PRP-C2-XX-DR-A-2541: P1
 Block C3 Proposed Ground Floor Plan: NP-PRP-C3-00-DR-A-2600: P0
 Block C3 Proposed First Floor Plan: NP-PRP-C3-01-DR-A-2601: P1
 Block C3 Proposed Second Floor Plan: NP-PRP-C3-02-DR-A-2602: P1
 Block C3 Proposed Third Floor Plan: NP-PRP-C3-03-DR-A-2603: P1
 Block C3 Proposed Fourth Floor Plan: NP-PRP-C3-04-DR-A-2604: P1
 Block C3 Proposed Fifth Floor Plan: NP-PRP-C3-05-DR-A-2605: P1
 Block C3 Proposed Sixth Floor Plan: NP-PRP-C3-06-DR-A-2606: P0
 Block C3 Proposed Seventh Floor Plan: NP-PRP-C3-07-DR-A-2607: P0
 Block C3 Proposed Roof Plan: NP-PRP-C3-08-DR-A-2608: P0
 Block C3 Proposed Elevations Sheet 1 NP-PRP-C3-XX-DR-A-2640: P0
 Block C3 Proposed Elevations Sheet 2: NP-PRP-C3-XX-DR-A-2641: P1
 Block C4 Proposed Ground Floor Plan: NP-PRP-C4-00-DR-A-2800: P1
 Block C4 Proposed First Floor Plan: NP-PRP-C4-01-DR-A-2801: P1
 Block C4 Proposed Second Floor Plan: NP-PRP-C4-02-DR-A-2802: P1
 Block C4 Proposed Third Floor Plan: NP-PRP-C4-03-DR-A-2803: P1
 Block C4 Proposed Fourth Floor Plan: NP-PRP-C4-04-DR-A-2804: P1
 Block C4 Proposed Fifth Floor Plan: NP-PRP-C4-05-DR-A-2805: P1
 Block C4 Proposed Sixth Floor Plan: NP-PRP-C4-06-DR-A-2806: P0
 Block C4 Proposed Seventh Floor Plan: NP-PRP-C4-07-DR-A-2807: P0
 Block C4 Proposed Roof Plan: NP-PRP-C4-08-DR-A-2808: P0
 Block C4 Proposed Elevations Sheet 1: NP-PRP-C4-XX-DR-A-2840: P1
 Block C4 Proposed Elevations Sheet 2: NP-PRP-C4-XX-DR-A-2841: P1

Drainage Strategy and Maintenance Statement (Campbell Reith, Ref 13223, February 2020)
 Energy Strategy (TUV SUD, February 2020)
 Environmental Statement (Trium & others, 2020)

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

- 3 The scheme hereby approved shall contain 654 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 1,178sqm (GIA) of commercial floor space (use classes E(a) and E(b) as defined by The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020) and 412sqm of nursery floor space (use class E(f) 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).

Notwithstanding any internal reconfiguration of the commercial floorspace, no individual commercial unit shall exceed 499sqm in area at any time.

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

- 5 The development hereby approved shall be built so that no fewer than 589 of the residential units achieve Building Regulations requirement M4(2) – ‘accessible and adaptable dwellings’ and that no fewer than 65 of the residential units achieve Building Regulations requirement M4(3) – ‘wheelchair user dwellings’.

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy 3.8.

- 6 The cycle storage and bin storage facilities as shown on the approved plans shall be installed prior to occupation of the relevant building 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.

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

- 7 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.

- 8 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.

- 9 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 and London Plan policies 5.3 and 7.14.

- 10 Unless alternative details are first agreed in writing by the Local Planning Authority, the recommendations set out in the approved Drainage Strategy and Maintenance Statement (Campbell Reith, Ref 13223, February 2020) shall be fully implemented for each Phase of 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.

- 11 The development hereby approved shall not be commenced until a phasing plan showing the location of all phases, the sequencing for those phases, and indicative timescales for their delivery is submitted to and approved by the Local Planning Authority in writing. The development shall be carried out in accordance with the plan thereby approved.

The phasing plan may be updated from time to time subject to the written approval of the Local Planning Authority.

Reason: To allow the Local Planning Authority to understand the relevant phase of development that is subject to condition discharge and to ensure coordination between the phasing plan as approved and the triggers in any relevant agreement made under Section 106 of the Town and Country Planning Act 1990 (as amended).

Pre-commencement Reason: The precise phasing must be known prior to the commencement of works on those relevant phases for clarity of the submission of details in relation to each of those phases.

- 12 Prior to the commencement of any Phase of the development a Construction Method Statement relevant to that Phase shall be submitted to and agreed in writing by the Local Planning Authority through the submission of an application for approval of details reserved by condition, outlining measures that will be taken to control dust (including measures to mitigate the impact of dust and fine particles), noise and other environmental impacts of the development during the construction works. .

The works shall thereafter be carried out in full accordance with the approved Construction Method Statement.

Reason: To ensure an acceptable impact on the surrounding environment during construction.

Pre-commencement Reason: The impacts being controlled through this condition may arise during the construction phases and therefore need to be understood and agreed prior to works commencing.

- 13 Prior to commencement of any Phase of the development hereby approved, a construction logistics plan relevant to that Phase shall be submitted to and approved in writing by the Local Planning Authority, in consultation with Transport for London. 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. Measures to improve safety for vulnerable road users and avoid conflict with routes used by hospital patients, visitors and those attending university;
- vi. 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.

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

- 14 Prior to the commencement of any Phase of the development a Construction Environmental Management Plan (CEMP) shall be submitted to and approved in writing by the local planning authority. The CEMP shall provide further details of how ecological interests shall be protected during the demolition and construction works for that Phase, in accordance with the recommendations of the approved Environmental Statement Chapter 12: Ecology.

Reason: To ensure ecological interests are protected during the demolition and construction period.

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

- 15 Prior to the commencement of any Phase of the development and notwithstanding the approved Arboricultural Impact Assessment, a detailed Arboricultural Method Statement, appropriate and specific to the relevant Phase of the approved 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, setting out details of

- i. all trees to be removed;
- ii. all trees to be retained, all works within the root protection area of retained trees, and their means of protection, including: specification, construction methodology and sequencing of works for no-dig surfacing; and methodology for manual/mechanical excavation within root protection areas including the protection/treatment of any roots encountered;
- iii. finished levels for all landscaped areas within the RPA of retained trees, including any necessary means of edge restraint;
- iv. a scheme of site supervision for the arboricultural protection measures required, including details of: induction and personnel awareness of arboricultural matters; identification of individual responsibilities and key personnel; timing and methods of site visiting and record keeping, including updates; procedures for dealing with variations and incidents.

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, and the scheme of supervision shall be administered by a qualified arboriculturist instructed by the applicant and approved by the local planning authority.

Reason: To ensure retained trees are protected during construction works.

Reason for pre-commencement condition: Damage to trees can occur at any time during the construction period, and adequate controls need to be in place at this time.

- 16 Prior to the demolition of the existing buildings known as T Block / TTT Block, sufficient evidence to demonstrate that the NHS Trust facilities provided therein have been satisfactorily relocated elsewhere within the Northwick Park Hospital site shall be submitted to and approved in writing by the local planning authority.

Reason: To ensure the application does not compromise the delivery of healthcare services.

- 17 Following the demolition of existing buildings on site and prior to the commencement of building works on any Phase:

(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. The report shall include an appraisal of remediation options should any contamination be found that presents an unacceptable risk to any identified receptors.

Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. A verification report shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation or use of the development, stating that remediation has been carried out in accordance with the approved remediation scheme and the site is suitable for end use (unless the local Planning Authority has previously confirmed that no remediation measures are required).

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

- 18 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations) for any Phase, 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 5.6.

- 19 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations) on any Phase, a plan indicating the provision of electric vehicle charging points for the approved car parking spaces for that Phase within the site 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. Thereafter, the agreed electric vehicle charging points shall be provided and made available for use prior to occupation of that phase of the development.

The provision of electric vehicle charging points shall be in accordance with adopted London Plan standards, providing at least 20% active charging points with passive charging provision for the remaining spaces..

Reason: To encourage the uptake of electric vehicles as part of the aims of the adopted London Plan policy 6.13.

- 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 Policy D12 of the draft London Plan (intend to publish version) 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 the Intend to Publish London Plan Policy D12.

- 21 Prior to the commencement of construction works (excluding demolition, site clearance and the laying of foundations) on any Phase, details of materials of the development, for all external work, including samples which shall be made available for viewing in an agreed location, 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.

22 Within six months of works commencing on any Phase, and notwithstanding the approved plans, a detailed landscaping scheme relating to that Phase 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, informal seating and other street furniture
- A planting scheme including species, locations and densities for all grass and shrubs. Suitable species include non-native flowering species providing foraging for pollinators and hardy herbaceous perennials.;
- Play spaces including proposed equipment, measures to ensure child safety and to prevent conflict with vehicular traffic, maintenance arrangements and the underlying play strategy;
- Biodiversity enhancement measures as recommended in paragraphs 12.235 to 12.242 of the approved Environmental Statement Chapter 12: Ecology (Skilled Ecology Consulting Ltd/Trium, 2020)
- Details of defensible space of 1.5m depth to all habitable room windows facing onto the public realm or onto communal amenity spaces (not including windows facing directly onto deck access);
- Details of hard and soft landscaping proposals for the courtyard of Block B1, including informal seating;
- Details of a pedestrian and cycle path of 3m width, to the south of Block C4 ending at the boundary with Northwick Park;
- Details of how vehicle access to side streets shall be restricted so as to discourage vehicle movements other than those required to access residential parking areas, to undertake waste bin collections and other essential delivery and servicing requirements, and to provide access for emergency vehicles;
- Details of how the side streets to the south of Block C1 and Block C4 would be designed so as to prioritise pedestrian and cycle movements and to provide a continuous pedestrian and cycle route and visual connection between the Hospital ring road and Northwick Park, including any necessary traffic calming measures across the main street and measures to aid wayfinding;
- Details of how the temporary amenity areas will be landscaped so as to prevent the use of these for informal parking and to contribute to the amenity of residents;
- Details of electric vehicle charging points to be provided for any on-street parking spaces proposed.

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.

23 Within six months of commencement of works on any Phase of the development, further details of proposed replacement tree planting within the relevant Phase, including species, exact locations and tree pit designs, shall be submitted to and approved in writing by the local planning authority. The number of trees to be planted (excluding any temporary trees) shall not be less than 208 in total, unless otherwise agreed in the discharge of this condition.

Proposed street trees should be medium to large species appropriate to the size and scale of

the street that can grow to full size without need of pruning. Suitable species include Birch, Cut Leaf Alder, Hornbeam, Liquidambar and Turkish Hazel. London Plane, Lime and Pyrus Chanticleer are not suitable as street trees and should not be included within this type.

All tree planting shall be carried out prior to first use of the development. Any tree that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To mitigate against the loss of trees on site and to provide for the planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

- 24 Prior to development commencing above ground floor level on any block or building or in relation to a Phase of development, further details of wind mitigation measures for any residential balconies on that building or in that Phase that would not otherwise be expected to achieve sitting conditions in summer, shall be submitted to and approved in writing by the local planning authority. The details submitted shall be in accordance with the findings and recommendations of the approved Vol 1 Chapter 11: Wind Microclimate (Trium, February 2020) and Vol 3: Appendix: Wind Microclimate (Trium / RWDI) of the Environmental Statement and shall demonstrate that all balconies affected would be expected to achieve sitting conditions in summer following the implementation of the mitigation measures.

The mitigation measures shall be implemented fully in accordance with the approved details prior to first occupation or use of the relevant block or building.

Reason: To ensure comfortable wind speeds on residential balconies, in accordance with London Plan Policy 7.9.

- 25 Within six months of commencement of work on site, detailed drawings showing the photovoltaic panel arrays on the roofs of the proposed buildings shall be submitted to and approved in writing by the Local Planning Authority. The photovoltaic panel arrays shall be installed in accordance with the approved drawings and made operational prior to occupation of the development hereby approved.

Reason: To ensure that the development minimises its carbon emissions, in accordance with London Plan policy 5.2.

- 26 Prior to works commencing on any building or Phase above ground floor level, further details of screening to balconies and terraces on the relevant building or Phase required to ensure adequate levels of privacy for residents shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure adequate levels of privacy for future residents

- 27 Prior to first occupation or use of the development, a Meanwhile Use Strategy shall be submitted to and approved in writing by the Local Planning Authority, and implemented in full thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason; In the interests of proper planning. To allow for alternative uses of the commercial units to be explored on a temporary basis in the event of any extended periods of vacancy

- 28 Prior to first use of the development, further details of external lighting, signage and wayfinding shall be submitted to and approved in writing by the local planning authority.

The details submitted shall include details of lux levels and light spillage diagrams and shall demonstrate that:

External lighting, signage and wayfinding within the site has been designed so as to aid wayfinding towards nearby destinations including Northwick Park Hospital and the University of Westminster, and so as to complement any lighting, signage and wayfinding proposals relating to the Hospital and University.

External lighting will comply with the Institute of Lighting Professionals' Guidance Note 1 for the reduction of obtrusive light (2020)

Light intrusion into greenspace areas and impacts on protected species and other wildlife will be minimised, in accordance with the recommendations of the approved Environmental Statement Chapter 12 Ecology (Skilled Ecology Consulting Ltd, 2020).

External lighting, signage and wayfinding shall be provided in accordance with the approved details prior to first use of the development.

Reason: To ensure an acceptable form of development.

- 29 Prior to first occupation or use of the development, a Frontage and Signage Strategy for the commercial units, prepared in accordance with the guidance set out in the Shopfronts SPD3 2018, shall be submitted to and approved in writing by the Local Planning Authority. The Frontage and Signage Strategy shall include further details of the external appearance of the commercial units including:

- (i) A strategy for commercial unit windows which shall not be mirrored, painted or otherwise obscured; and
- (ii) a strategy for the design and position of signage and advertising including signs attached to the building fabric or free-standing within the site.

The works shall be carried out in accordance with the approved details prior to first occupation, and shall be retained thereafter for the lifetime of the development and the Frontage and Signage Strategy will apply to future tenants.

Reason: To ensure the appearance of the frontage and individual units thereof is unified and that it enhances the visual amenity of the street scene.

- 30 Prior to first occupation or use of the relevant building or Phase, 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.

- 31 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

- 32 Prior to first occupation or use of each Phase, a detailed Delivery and Servicing Plan relating to

that Phase shall be submitted to and approved in writing by the local planning authority. For Phase 2a, sufficient details shall be submitted to demonstrate adequate servicing for commercial units and arrangements to present residential bins for collection where bin storage areas are not located within Brent's maximum collection distances.

Reason: To ensure adequate delivery and servicing arrangements for the development.

- 33 Prior to first occupation or use of the relevant units, and notwithstanding the approved plans, further details of cycle parking shall be submitted to and approved in writing by the local planning authority to include:

Cycle storage for the 3bed mews houses to comply with London Cycling Design Standards (2m width);

Long stay cycle storage including showering and changing facilities for each of the commercial units;

All cycle parking shall be provided in full accordance with the approved plans or the details approved under this condition as relevant, prior to first occupation or use of the relevant units.

Reason: To ensure adequate cycle parking for the development.

- 34 Prior to first occupation or use of a relevant building or phase, a Car Park Management Plan shall be submitted and approved in writing by the local planning authority. The Car Park Management Plan shall set out how parking spaces within the relevant building or phase will be allocated to those most in need, in accordance with London Plan Policy T6.1, and the development shall be operated thereafter in accordance with the approved details.

No Car Park Management Plan shall be required for Block B1. However the Car Park Management Plan relating to Block C2 shall set out how parking spaces will be provided for any Blue Badge holders resident in Block B1, and no occupation of the residential units in Block B1 or Block C2 shall take place prior to the submission and approval of this Car Park Management Plan.

All car parking spaces relating to a building or Phase shall be provided in full accordance with the approved plans prior to first occupation of the residential units in that building or phase.

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

- 35 Prior to first occupation or use of the relevant Phase or building, a Bird Hazard Management Plan shall be submitted to and approved in writing by the local planning authority in consultation with the Ministry of Defence, including but not limited to sufficient information to demonstrate that:

- the phase will not contain large areas of open water,
- waste storage areas for food outlets will be managed so as to avoid the availability of food waste for hazardous birds;
- roof areas will be netted if other measures to prevent nesting of hazardous birds are unsuccessful.

Reason: To ensure compliance with the bird hazard safeguarding requirements of RAF Northolt.

- 36 Prior to first occupation or use of any residential unit within any building, the results of sound tests to show that the required internal noise levels for that building, as set out below, have been achieved shall be submitted to and approved in writing by the local planning authority.

All residential premises shall be designed in accordance with BS8233:2014 Guidance on sound insulation and noise reduction for buildings, to attain the following internal noise levels:

Time	Area	Maximum noise level
Daytime 07:00 – 23:00	Living rooms and bedrooms Outdoor amenity	35 dB LAeq (16hr) 55 dB LAeq (1h)
Night time 23:00 – 07:00	Bedrooms	30 dB LAeq (8hr)

Reason: To obtain required sound insulation and prevent noise nuisance.

- 37 Prior to first occupation or use of any building combining residential and non-residential uses, a scheme of sound insulation measures shall be submitted to and approved in writing by the local planning authority. The insulation shall be designed so that noise from any proposed non-residential unit does not adversely impact residential units. Use classes E(a), E(b) and E(f) shall not result in an exceedance of the indoor ambient noise levels specified within BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' in the residential units adjacent to the non-residential uses. The approved insulation measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels

- 38 Ecological monitoring:
- i. Within two months of practical completion of the development, an ecological survey of the site shall be conducted and the results submitted to and approved in writing by the local planning authority.
 - ii. Within two years and two months of practical completion of the development, an updated ecological survey of the site shall be conducted and the results submitted to and approved in writing by the local planning authority.

Reason: To ensure that any harm to protected species and other wildlife is avoided or minimised during the construction process, and to assess residual ecological impacts of the development.

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.
- 2 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 to obtain a section 61 application form. Please note that the council has 28 days to process such applications.
- 3 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.
- 4 The Council recommends that the maximum standards for fire safety are achieved within the development.

5 In relation to the conditions requiring the submission of details pertaining to land contamination, 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 The following definitions apply in respect of the planning conditions above:

SubStructure

Substructure works are defined as building foundations or underlying building supporting substructure. These exclude site preparation works.

Superstructure

Superstructure works are defined as part of the building above its foundations. These exclude site preparation works.

CIL

For the purposes of the Community Infrastructure Levy Regulations 2010 (as amended) this is a phased development. Each CIL chargeable development approved by this condition shall be considered a separate chargeable development for the purposes of calculating Community Infrastructure Levy.

Phase

A phase of development comprises a phase defined for the purposes of CIL and/or a phase defined for the purposes of the discharge of planning conditions and/or a construction phase or sub-phase, and for the purposes of discharging relevant planning obligations.

A phase can comprise site preparation works, demolition works, sub-structures, and/or buildings, plots or groups of plots.

Site preparation works

Site preparation works comprise demolition, surveys, site clearance, the erection of fencing or hoardings, the provision of security measures or lighting, the erection of temporary buildings or structures associated with the development, the laying removal or diversion of services, the provision of construction compounds

7 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Thames Water would expect the developer to demonstrate what measures they will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water s Risk Management Team by telephoning 020 3577 9483 or by emailing trade.affluent@thameswater.co.uk. Application forms should be completed on line via https://urldefense.proofpoint.com/v2/url?u=http-3A__www.thameswater.co.uk&d=DwIFaQ&c=OMjwGp47Ad5otWI0__lpOg&r=G_hzVySAkixN NJR_FDWFjexJLES8DRQ06qKk&m=u9DczQn4pNG-UoIMJm2JUweQQh3yMPN41iu6pEvCfhQ&s=1CF9hvwXbrpLI7CCtc_8nujeH4Hjbo7WQnU-m40kU&e= . Please refer to the Wholesale; Business customers; Groundwater discharges section.

8 Thames Water would recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities. Failure to enforce the effective use of petrol / oil interceptors could result in oil-polluted discharges entering local watercourses.

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

COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 December, 2020
04
20/2033

SITE INFORMATION

RECEIVED	9 July, 2020
WARD	Tokyngton
PLANNING AREA	
LOCATION	Euro House, Fulton Road, Wembley, HA9 0TF
PROPOSAL	<p>Demolition and redevelopment to provide new buildings ranging between 11 and 21 storeys with basement levels; all for a mix of uses comprising 493 residential units, retail (Use Class A1) and industrial floorspace (Use Class B1(c)); provision of private and communal space, car parking, cycle parking, ancillary space, mechanical plant, landscaping and other associated works.</p> <p>Application is accompanied by an environmental statement.</p>
PLAN NO'S	See 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 <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke</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.uk 2. Select Planning and conduct a search tying "20/2033" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

1. That the Committee resolve to GRANT planning permission subject to:
 - A. Any direction by the London Mayor pursuant to the Mayor of London Order
 - B. Any direction by the Secretary of State pursuant to the Consultation Direction
 - C. The prior completion of a legal agreement to secure the following planning obligations:
 - (a) Payment of legal, planning negotiation and planning monitoring costs associated with preparing and monitoring the Section 106 agreement
 - (b) Notification of commencement 28 days prior to material start
 - (c) Provision of 98 affordable housing units, comprised of:
 - 80 units for affordable rent (at London Affordable Rent levels, in accordance with the Mayor of London's Affordable Housing Programme 2016-2021 Funding Guidance (dated November 2016) and subject to an appropriate Affordable Rent nominations agreement with the Council, securing 100% nomination rights on first lets and 75% nomination rights on subsequent lets for the Council)
 - 18 units for Shared Ownership (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
 - In the event that the development does not commence within 24 months, an appropriate early stage review mechanism to secure additional on-site affordable housing, or an on-site provision of affordable housing that complies more closely with Brent's policy target affordable housing tenure split, as demonstrated achievable through financial viability assessments.
 - An appropriate late stage review mechanism against the agreed base appraisal, assessing actual residential sales values, and securing any additional deferred affordable housing obligations as per an agreed formula to capture uplift in value (as demonstrated through financial viability assessments) within a commuted sum to be paid to the Council towards the provision and enablement of off-site affordable housing.
 - (d) Employment and Training obligations, comprised of:
 - The submission of an 'Employment and Training Plan' (a document setting out how the obligations in section 106 agreement will be met and which includes information about the provision of training, skills and employment initiatives for Local Residents relating to the construction and operational phase of the development) to the Council for its approval prior to the material start of the development;
 - a commitment to meet with Brent Works (the Council's job brokerage agency dedicated to assisting unemployed Residents into sustainable employment), or such relevant equivalent successor body (working with local partners including local colleges, the Job Centre Plus and third sector welfare providers to reduce current levels of unemployment within the borough) to identify the anticipated employment and training opportunities arising during the construction phase;
 - a commitment to deliver the employment targets set out in the attached document;
 - a commitment to attend regular progress meetings with the Council to review progress of the initiatives;
 - specific commitments in respect to employment opportunities in relation to operational phases;
 - a commitment to source at least 20% of all the materials used in major development schemes locally;
 - where it is not possible to achieve employment targets in line with the attached document, a commitment to pay the financial contributions which are calculated as follows:
 - Shortfall against target numbers of jobs lasting a minimum of 26 weeks for an unemployed Local Resident x £4,400 (the average cost of supporting an unemployed Local Resident into sustained employment)
 - Shortfall against target number of apprenticeship starts x £5,000 (approx. cost of creating and supporting a Local Resident to complete a typical construction level 2 Apprenticeship elsewhere in the borough)
 - (e) S38/S278 highway works under the Highways act 1980 to provide:
 - The re-instatement of the redundant vehicle crossover to footway
 - The construction of the proposed vehicle access; and
 - The enhancement of bus stop facilities on Fifth Way

- (f) Parking permit restriction to be applied to all new residential units
 - (g) Enhanced travel plan to be submitted, implemented and monitored including funding of subsidised membership of the Car Club for three years for all new residents.
 - (h) Financial contribution towards improving local bus capacity, paid to TfL (£546,000)
 - (i) Financial contribution towards a year-round local Controlled Parking Zone (£50,000)
 - (j) Carbon offset contribution to be paid – or an opportunity to resubmit an improved energy statement and reduce the offset payment.
 - (k) Confirmation via BREEAM Post-Assessment that 'Excellent' rating is secured for non-residential parts of the scheme.
 - (l) Detailed submission of Television and Radio Reception Impact and underwriting of all mitigation required in addressing any interference
 - (m) Indexation of contributions in line with inflation
 - (n) Any other planning obligation(s) considered necessary by the Head of Planning.
2. That the Head of Planning is delegated authority to issue the planning permission and impose conditions and informatives to secure the following matters:
1. Time Limit for commencement (3 years)
 2. Approved drawings/documents
 3. Phasing plan agreed
 4. A total of 493 residential units secured
 5. Use classes restriction
 6. A communal satellite/aerial to be provided so as to prevent multiple satellite dishes
 7. Removal of C4 permitted development rights for the flats
 8. Blue badge parking spaces and visitor cycle stands laid out prior to occupation
 9. Cycle stores and refuse stores to be laid out prior to occupation of each phase
 10. NRMM to be restricted
 11. Tree protection measures to be secured
 12. FRA and Drainage strategy measures to be secured
 13. Water consumption to be limited in line with regulations
 14. Ecological mitigation measures to be secured
 15. EVCP to be secured
 16. Construction environmental method statement to be submitted
 17. Construction Ecological Management Plan to be submitted
 18. Construction logistics plan to be submitted
 19. Land contamination and remediation report to be submitted
 20. Piling method statement to be submitted
 21. Connection to future District heating Network to be submitted
 22. Full details of landscaping strategy (including green roofs) to be submitted
 23. All external materials (including samples) to be submitted
 24. Details of Specific communal roof terraces to be submitted

25. Wheelchair Accessible Units to be secured
26. Car park management plan to be submitted
27. Delivery and Servicing Management plan to be submitted
28. Plant noise levels to be submitted before installation
29. Sound insulation measures to be submitted
30. Further archaeology details to be submitted


Informatives

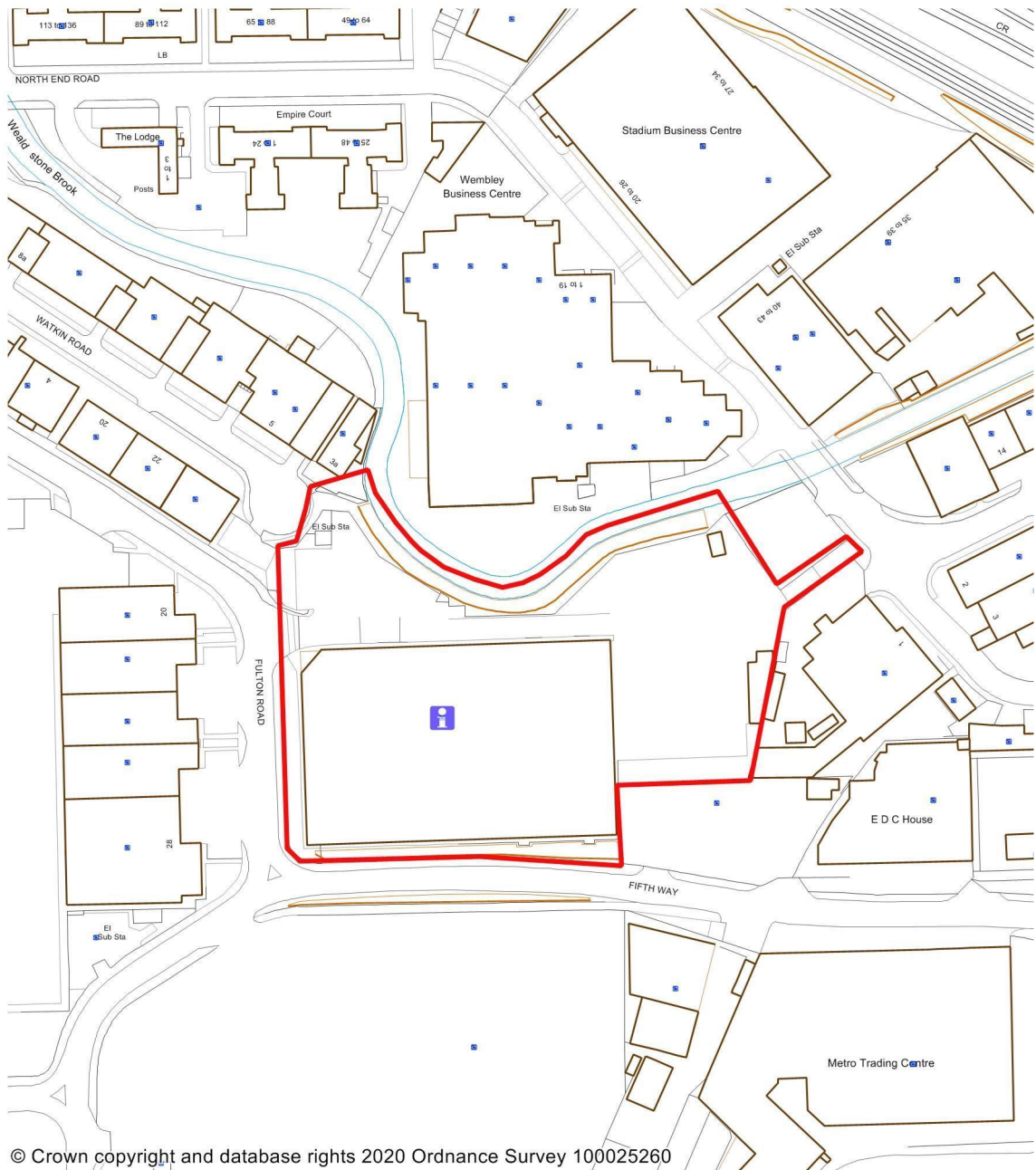
1. CIL liability
2. Party wall information
3. Building near boundary information
4. Environment Agency permit
5. London Living Wage
6. Fire safety advisory note
7. Guidance notes from Thames Water
8. Any other informative(s) considered necessary by the Head of Planning

3. 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

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

SITE MAP

 Brent	Planning Committee Map
	Site address: Euro House, Fulton Road, Wembley, HA9 0TF © Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

PROPOSAL IN DETAIL

The application proposes the mixed use re-development of the site, demolishing the existing two-storey industrial building and replacing it with four new blocks, ranging from 11 storeys (Block D) to 21 storeys (Block B) in height. The breakdown of existing and proposed floorspace (GIA) across the scheme is provided in the table below:

Floorspace (GIA) by use	Existing (sq.m)	Proposed (sq.m.)	Change (sq.m.)
Residential (Class C3)	0	47,912	+47,912
Storage/ distribution (Class B8)	5,396	0	-5,396
Light industrial floorspace (Class E(g)(iii) (formerly B1c)	0	2,787	+2,787
Retail (Class E(a) (formerly A1)	0	98	+98
Total	5,396	50,797	+45,401

A total of 493 residential flats would be provided within all four blocks, with a proposed mix of 193 x 1-bed, 226 x 2-bed and 74 x 3-bed units. 98 affordable homes would be made available within the scheme, with 80 of those being at a London Affordable rent, and all of these being located within Block C. The further 18 units would be provided as Shared Ownership homes, all located within Block D. All dwellings would meet internal space standards as set out policy D6 of London Plan Intend to Publish Version 2019, and would have access to both private and communal amenity space.

A total of 2,787 sqm of replacement light industrial floorspace (Class E(g)(iii)), in the form of 'makerspace' studios, would be provided within the ground and first floors of Block D. The remaining commercial floorspace comprises a small 98 sqm retail unit on the ground floor of Building A, on the corner of the new internal access road created through the site and Fulton Road.

The proposals would also involve the provision of cycle and refuse parking, with improved public realm and the enhancement of linkages to Wealdstone Brook to the north of the site. The scheme would involve the creation of a new landscaped podium between Blocks A and B, with further communal terraces for occupiers use created at roof level of blocks A, C and D. A total of 15 parking spaces are proposed at ground floor level, exclusively as Blue Badge parking spaces for residential occupiers, predominantly underneath the landscaped podium and within the internal estate road.

EXISTING

The application site measures approximately 1.25 Ha site and is located in the Wembley Growth Area, forming part of site allocation W27: Euro Car Parts within the Wembley Area Action Plan (Site allocation BCSA4: Fifth Way/ Euro Car Parts in the emerging Local Plan). It has a roughly rectangular shape and is bound to the north by Wealdstone Brook, to the south by Fifth Way, to the west by Fulton Way, and to the east by adjoining industrial land comprising yard space, car parking and a warehouse. The Site connects to Fourth Way through this industrial land to the east.

The site currently contains a large two-storey, detached warehouse building of approximately 5,396 sqm (GIA), which is in lawful use as Class B8. The building occupies a prominent corner location at the junction of First Way, Fifth Way and Fulton Road in the south and west of the Site. Immediately to the north of the building is a car parking area and in the east of the Site there is a loading/unloading yard, which are ancillary to the warehouse).

Wealdstone Brook forms the site's northern boundary, and is a Grade II designated Site of Importance for Nature Conservation (SINC). There is a level change along Fifth Way to the south roughly equivalent to one storey in height. This results in a circa 2-3m high retaining wall along the southern boundary of the Site. This comprises a narrow, grassed bank which then levels and wraps around the building's western boundary on to Fulton Way.

The site is not situated within a conservation area and there are no listed buildings within the site. Nearby conservation areas include Barn Hill (approximately 700 metres to the north west), Neasden Village (approx. 730 m to the east), St Andrews (approx. 900 m to the north east) and Wembley High Street (approx. 940 m to the west). The nearest listed buildings are the Grade II listed Wembley Stadium, Empire Pool to the south west of the site and Brent Town Hall to the north.

The site has a PTAL of 4, meaning it has good levels of transport accessibility. The site is approximately 550 metres south east of Wembley Park station, served by the Metropolitan Line and approximately 950 metres north-east of Wembley Stadium Station, served by National Rail. The site is also served by the 92 and 206 bus routes along Fifth Way.

AMENDMENTS SINCE SUBMISSION

Minor revisions were received in October 2020 in response to comments raised by Council highways officers and the GLA. The revisions were considered minor in nature and not requiring any further public re-consultation. A summary of the revisions are outlined below:

- Revisions to basement level cycle stands within each block, ensuring they meet London Cycle Design Standards in terms of minimum aisle width and adequate space within lifts.
- The submission of a revised outline Fire Strategy.

Clarification of the proposed levels of external amenity space throughout the site.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Objections have been received regarding some of these matters. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application.

1. **Objections from adjoining neighbours and interested groups:** 278 properties were consulted on the proposal. In response, one letter of support was received, and a letter of objection on behalf of Quintain Estates Plc. The grounds for objection are summarised as impacts of the proposals on the levels of daylight and sunlight reaching adjoining Wembley Park Masterplan plot NE04, which are addressed within the main remarks section of the report.
2. **Principle of mixed-use redevelopment of the site:** The re-development of the site accords with its designation within the Wembley Growth Area and both currently adopted and emerging site allocations within the Local Plan. The re-provision of 2,797 sqm of industrial floorspace, while representing a reduction in employment floorspace on site, is considered acceptable given the site is a non-designated industrial site, rather than being a designated LSIS or SIL, and the high number of good quality and affordable homes being provided on site.
3. **Affordable Housing:** The scheme would provide a total of 98 affordable units (20 % by units and 25% by Habitable room), of which 80 would be low-cost homes provided at a London Affordable Rent. Although this is below both Brent and London Plan threshold targets, it has been demonstrated by a financial viability appraisal to exceed the maximum amount of affordable housing which can viably be provided on site, and therefore is policy compliant.
4. **Design, layout and height:** The proposed buildings would range from 11 to 21 storeys high, which is considered to be in keeping with the heights of buildings in the surrounding Wembley Park Masterplan area, while ensuring that strategic views of the Wembley Stadium Arch would be preserved. The building utilises good architecture with quality detailing and materials in order to maximise the site's potential whilst regulating its height to respect surrounding development. The proposals would also contribute to the wider enhancement and improved linkages of this part of the Wealdstone Brook, which is a significant benefit of the scheme.
5. **Quality of the resulting residential accommodation:** The residential accommodation proposed is of sufficiently high quality, meeting the particular needs and requirements of future occupiers. The flats would have good outlook and light. The amount of external private/communal space is below standards, but would include high quality external communal terraces which would significantly improve the enjoyment of the site for future occupiers. This is considered acceptable for a high density scheme.
6. **Mix of units:** The proposal includes 15% of three bedroom units (by habitable room) which is below the target of 25% as set out in CP2. However, this is considered acceptable when weighing the benefit associated with the provision of Affordable homes, given the negative

effect on scheme viability associated with the provision of higher proportions of family sized homes.

7. **Neighbouring amenity:** There would be a loss of light to some windows of surrounding buildings, which is a function of a development on this scale. The impact is considered to be acceptable given the urban context of the site. The overall impact of the development is considered acceptable, particularly in view of the wider regenerative benefits of the scheme and the Council's strategic objectives.
8. **Highways and transportation:** The alterations to the public highway as required in the S106 would be acceptable, considering the needs of pedestrians, cyclists and motorists. The highway works will include (i) the re-instatement of the redundant vehicle crossover to footway, (ii) the construction of the proposed vehicle access road; (iii) the enhancement of bus stop facilities on Fifth Way. A financial contribution of £50,000 will be secured to enable the Council towards extending CPZ's into the area is proposed with the removal of rights for residents within the development to apply for parking permits. To encourage sustainable travel patterns, the scheme will be 'car-free' with the exception of blue badge parking spaces. A financial contribution (£546,000) for bus service enhancements in the area, as required by TfL, will also be secured.
9. **Environmental impact, sustainability and energy:** The measures outlined by the applicant achieve the required improvement on carbon savings within London Plan policy, and subject to appropriate conditions, the scheme would not have any detrimental impacts in terms of air quality, land contamination, noise and dust from construction, and noise disturbance to future residential occupiers.

RELEVANT SITE HISTORY

Planning permission was initially granted in June 1985 for the erection of an industrial unit with ancillary offices and provision of parking, currently in place on the site (ref. 85/0575). Planning permission was then granted in May 1992 for the change of use of the building from general industry (B2) to general industry (B2) and storage and distribution (B8), remaining as the lawful use of the property as it currently stands.

CONSULTATIONS

Public Consultation

A total of 278 addresses within Engineers Way, Fourth Way, First Way, Second Way, Third Way, North End Road, Watkin Road and Fifth Way were consulted on the application by letter on 17/07/2020.

A Site Notice was displayed 26/10/2020

A Press Notice was published 29/10/2020.

One letter of support was received on the grounds that the proposals would deliver a large number of new homes, create a vibrant community and make a positive contribution to the local area in terms of design and architecture.

Quintain Estates and Development PLC – objections raised to the proposals on the following grounds:

Grounds of objection

Following review of Annex 7 of the submitted Environmental Statement, the proposed development is considered to have a significant major adverse impact on the east elevation of NE04. This impact manifests itself through a 40% or greater reduction in VSC over 10 storeys of the eastern elevation of Plot NE04 compared to the approved baseline (without development) conditions, with actual VSCs reduced to circa 7.5% on the lower floors of NE04. This impact will affect the residential amenity of approximately 70 apartments within NE04.

Taking into account the significant adverse impact the proposed development will have on NE04 and the conflict with planning policy, the applicants should provide further justification for the proposed building heights. Quintain consider the applicants should, as a minimum, look to reduce the height of Building A and the west end of Building D to the consented height on Plot NE04. Whilst such a change would not significantly reduce the overall development capacity of the site, it would mitigate and reduce the daylight impacts on NE04 that have been identified by the applicant.

Officer response:

This issue is discussed in more detail within paragraphs 100-107 of the report below.

Statutory/ External Consultees**Greater London Authority (Stage 1 response):**

The GLA has commented on a number of strategic issues raised by the scheme, which are summarised as follows:

Principle of development: The residential-led mixed use redevelopment of this Opportunity Area site, to include new light industrial floorspace, is supported in principle, however, the scheme would result in a net reduction of non-designated industrial floorspace at the site. This may be capable of being outweighed by public benefits, subject to the affordable housing offer being maximised.

Housing and Affordable Housing: The affordable housing offer of 25% by habitable room is low and must be subject to robust viability interrogation. Whilst the proposed tenure split of 84% LAR and 16% shared ownership is welcomed, the overall quantum of affordable housing must be maximised

Design: The layout and massing of the proposed development is supported as an optimised response to the site. Based on the visualisations and assessments presented within the TVIA, no harm to heritage assets is identified. A fire strategy must be submitted.

Transport: A contribution of £546,000 towards bus service improvements is requested. The proposed highway and bus stop improvements should be secured and the s106 agreement should secure 24-hour public access for pedestrians, cyclists, and vehicles. Future residents must be prevented from obtaining CPZ permits through the S106 agreement. Appropriate conditions and heads of terms are required as follows:

- A contribution of £546,000 towards bus service improvements
- The proposed highway and bus stop improvements are welcome and should be secured through a Section 278 agreement.
- Additionally, the s106 agreement should secure 24-hour public access for pedestrians and cyclists, and vehicles going to/from the development. Future residents must be prevented from obtaining CPZ permits through the S106 agreement.
- A Parking Management Plan, EVCPs, Travel Plan, DSP and CLP should all be secured.

Further information on energy, urban greening and biodiversity is required.

Officer comments: *These issues are all addressed in more detail within relevant sections of the main report below. The proposed bus contribution has been reduced following further discussions between the applicant and TfL.*

Environment Agency

No objections subject to informative requiring the applicant to obtain a flood risk activity permit if/ where necessary.

Thames Water

No objection subject to a condition requiring a piling method statement to be submitted given the location of the development within 15 metres of a strategic sewer, and informatives relating to measures undertaken to minimise groundwater discharges into the public sewer.

Internal consultation**Environmental Health**

Environmental health supports the application subject to a number of conditions relating to internal noise levels, construction noise and dust and air quality impact, and contaminated land. See detailed considerations section of report for further comments on these issues.

Statement of Community Involvement

A Statement of Community Involvement has been submitted with the application, setting out the public consultation and level of engagement undertaken before submission of the proposals, as required through the Localism Act (2011).

The main consultation exercise involved a public exhibition being held over two days on 28th-29th January 2020 at the Novotel Hotel in Wembley, close to the application site. The exhibition was publicised by the delivery of 5,525 leaflets to residents and businesses in the local vicinity, as well as personalised letters being sent to Ward councillors, and other key local community stakeholder groups. A dedicated e-mail address and phone line were established to supply further information to interested parties.

A further door knocking session was also undertaken over two days on Friday 21st and Friday 28th February 2020, to introduce local residents to the applicants and the proposals. This was centred around Danes Court and Empire Court located to the north of the site.

A total of 11 feedback forms were collected from the public exhibition and door knocking sessions, with 3 provided during the exhibition and a further 8 collected during the door knocking exercise. Feedback received was generally positive to the principle of the redevelopment of the site. Some concerns were raised around the inclusion of a hotel and the potential impacts of the proposal on local infrastructure, parking and surrounding heavy industrial businesses. The provision of a hotel, which originally formed part of the pre-application proposals, was removed from the scheme before submission. There were also wider concerns about over-development in the area in general, rather than the application proposals in isolation.

These consultation events are considered appropriate to the scale of the development and reflect the recommended level of pre-application engagement set out in Brent's Statement of Community Involvement.

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 and Wembley Area Action Plan.

Key policies include:

Regional

London Plan 2016

- 2.13 Opportunity areas and intensification areas
- 3.3 Increasing housing supply
- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.6 Children and young people's play and informal recreation facilities
- 3.8 Housing choice
- 3.10 Definition of affordable housing
- 3.11 Affordable housing targets
- 3.12 Negotiating affordable housing on individual private residential and mixed use schemes
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 6.9 Cycling
- 6.13 Parking
- 7.2 An inclusive environment

7.4 Local character
7.7 Location and Design of Tall and Large Buildings
7.8 Heritage assets and archaeology
7.14 Improving air quality

Local

Brent Core Strategy (2010)

CP 1 - Spatial Development Strategy
CP 2 - Population and Housing Growth
CP 7 - Wembley Growth Area
CP 19 - Brent Strategic Climate Change Mitigation and Adaptation Measures
CP 21 - A Balanced Housing Stock

Brent Development Management Policies (2016)

DMP 1 - General Development Management Policy
DMP 7 - Brent's Heritage Assets
DMP 8 - Open Space
DMP 9 - Waterside Development
DMP 9a - Managing Flood Risk
DMP 9b - On Site Water Management and Surface Water Attenuation
DMP 13 - Movement of Goods and Materials
DMP 14 – Employment Sites
DMP 15 - Affordable Housing
DMP 18 - Dwelling Size and Residential Outbuildings
DMP 19 - Residential Amenity Space

Wembley Area Action Plan (2015)

WEM 1 – Urban Form
WEM 2 – Gateways to Wembley
WEM 3 – Public Realm
WEM 5 – Tall Buildings
WEM 6 – Protection of Stadium Views
WEM 8 – Securing Design Quality
WEM 10 – Low cost Business start-up Space
WEM 14 – Car Parking Strategy
WEM 15 – Car Parking Standards
WEM 16 – Walking and Cycling
WEM 18 – Housing Mix
WEM 19 – Family Housing
WEM 24 – New Retail Development
WEM 25 – Strategy Cultural Area
WEM 30 – Decentralised Energy
WEM 32 – Urban Greening
WEM 33 – Flood Risk
WEM 34 – Open Space Provision
WEM 35 – Open Space Improvements
WEM 38 – Play Provision
WEM 40 – River Brent and Wealdstone Brook
Site W 27 – Euro Car Parts

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

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 relevant policies include:

Draft London Plan (intend to publish version) 2019

Key policies include:

D3: Optimising site capacity through the design-led approach
 D4: Delivering good design
 D6: Housing quality and standards
 D7: Accessible Housing
 D8: Public realm
 D9: Tall buildings
 D10: Basement development
 D11: Safety, security and resilience to emergency
 D12: Fire safety
 H1: Increasing housing supply
 H4: Delivering affordable housing
 H5: Threshold approach to applications
 H6: Affordable housing tenure
 H7: Monitoring of affordable housing
 H10: Housing size mix
 HC1: Heritage conservation and growth
 HC3: Strategic and Local Views
 G1: Green infrastructure
 G4: Open space
 G5: Urban greening
 G6: Biodiversity and access to nature
 T2: Healthy Streets
 T4: Assessing and mitigating transport impacts
 T5: Cycling
 T7: Deliveries, servicing and construction
 T9: Funding transport infrastructure through planning

The council is currently reviewing its Local Plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. At its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. Therefore, having regard to the tests set out in paragraph 48 of the NPPF it is considered that some weight can now be applied to policies contained within the draft Brent Local Plan. Relevant policies include:

General:

DMP1 – Development Management General Policy

Place:

BP1 – Central
 BCGA1 – Wembley Growth Area
 BCSA4 – Fifth Way/ Euro Car Parts

Design:

BD1 – Leading the way in good design
 BD2 – Tall buildings in Brent
 BD3 – Basement Development

Housing:

BH1 – Increasing Housing Supply
 BH2 – Priority Areas for Additional Housing Provision within Brent
 BH5 – Affordable Housing
 BH6 – Housing Size Mix
 BH13 – Residential Amenity Space

Economy and Town Centres:

BE1 – Economic Growth and Employment Opportunities for All
 BE3 – Local Employment Sites and Work-Live

Heritage and Culture:

BHC1 – Brent’s Heritage Assets
 BHC2 – National Stadium Wembley

Green Infrastructure and Natural Environment:

BGI1 – Green and Blue Infrastructure in Brent

BGI2 – Trees and Woodland

Sustainable Infrastructure:

BSUI1 – Creating a Resilient and Efficient Brent

BSUI2 – Air Quality

BSUI3 – Managing Flood Risk

BSUI4 – On-site Water Management and Surface Water Attenuation

Transport:

BT1 – Sustainable Travel Choice

BT2 – Parking and Car Free Development

BT3 – Freight and Servicing, Provision and Protection of Freight Facilities

BT4 – Forming an Access on to a Road

The following are also relevant material considerations:

The National Planning Policy Framework (revised 2019)

Mayor of London's Affordable Housing and Viability SPG 2017

Mayor of London's Housing SPG 2016

SPD1 Brent Design Guide 2018

Basements SPD 2017

DETAILED CONSIDERATIONS**Environmental Impact Assessment**

1. The application is accompanied by an Environmental Statement (ES). The Council's Scoping Opinion, issued on 14 February 2020, reflected consultation with statutory consultees as identified in the EIA Regulations 2018, and identified the following topics for consideration as part of the ES:

Topic	Addressed in report paragraphs
Air Quality	Paras. 186-187
Archaeology/ Built Heritage	Paras. 60-68
Climate Change	Paras. 193-205 (Sustainability and energy section)
Daylight, Sunlight, Overshadowing, Light Pollution and Solar Glare	Paras. 70-111 and 192
Ecology and Biodiversity	Paras. 216-222
Health; Noise and Vibration	Paras. 188-192
Socio-Economics	Addressed throughout the report, with particular reference to employment and commercial floorspace provision within paras. 3-14
Townscape and Visual Impact Assessment	Paras. 54-57 and 61 - 63
Traffic and Transport	Paras. 157-185
Water Resources, Flood Risk and Drainage	Paras. 206-211
Wind Microclimate	Paras. 212-215

Principle of development

Residential-led redevelopment and loss of industrial floorspace

2. Policy 3.3 of the London Plan and Policy GG2 of the draft London Plan both identify the optimisation of land, including the development of brownfield sites, as a key part of the strategy for delivering additional homes in London. This is supported within policy CP2 of Brent's Core Strategy 2010, which requires the provision of at least 22,000 additional homes to be delivered between 2007 and 2026. Furthermore, the current London Plan includes a minimum annual monitoring target for Brent at 1,525 additional homes per year between 2015 and 2025. This target is proposed to increase to 2,915 for the period 2019/20-2028/29 in Policy H1 of the draft London Plan recognising the increasing demand for delivery of new homes across London. However, the London Plan Examination in Public Panel Report Appendix: Panel Recommendations October 2019 has suggested this target be reduced to 2,325 dwellings per annum, on account of contributions from small sites being recommended for a decrease within the report. Emerging local plan policy BH1 reflects this target.
3. Within local policy, Brent Policy CP8 sets out a target of at least 11,500 new homes being delivered in the Wembley Growth Area between 2010 and 2026, however since the Core Strategy was adopted in 2010, this target has been significantly increased to more than 15,000 homes across the same growth area within the emerging Local Plan (policy BP1). Whilst the development meets the requirements of Core Strategy policy CP2 in principle, the need for housing has increased significantly since the adoption of this policy in 2010 and these increasing targets necessitate the need for a greater delivery of homes within Brent than is anticipated in adopted policy.
4. Policy DMP14 provides protection for employment sites, setting out specific criteria for their release, and seeks to limit the loss of industrial land to approximately 11.5ha within the plan period. However, this excess capacity was subsequently met and if all consents / proposals were implemented, the resultant loss of industrial land would exceed the policy target before the end of the plan period and any further loss of industrial floorspace would reduce Brent's industrial land supply and would be inconsistent with Policy DMP14. The draft new London Plan also identifies that across London loss of employment sites has been far greater than expected, and proposes that across London as a whole there should be no further losses.
5. Draft Policy E7(c) sets out an approach on non-designated industrial sites to support mixed use or residential development where it has been allocated in an adopted local Development Plan Document for residential or mixed use development.
6. The site is part of a specifically allocated site by the Council for mixed use development in both the adopted 2015 Wembley Area Action Plan (Site W27, with an indicative capacity of 360 residential units) and site allocation BCSA4 in the emerging Local Plan (with an increased indicative capacity of 500 residential units). Brent's emerging site specific allocation suggests an appropriate focus for the site being on the delivery of homes and industrial floor space. The site allocation brief states: *"Given Brent's status as a provide capacity borough, the council will seek no net loss of industrial floorspace and if a plot ratio of 0.65 is greater, encourage the maximisation of its provision suitable for B1 (c), B8 and B2 use as a part of any redevelopment of this site."*
7. A key priority of the emerging policy context at both local and London levels is to reverse recent trends towards the loss of industrial floorspace across London, and Brent is one of a number of boroughs that is expected under the draft new London Plan to provide new industrial capacity. It is noted that the Secretary of State's Directions include alterations to draft Policy E4, including removal of the requirement to ensure no net loss of industrial floorspace capacity. These Directions are currently being considered by the Mayor, and only limited weight could be given to this policy requirement at this time. However, the SoS has not changed the requirement to meet their industrial needs, which in Brent's case will be to provide additional capacity.
8. The applicants are proposing a total of provision of 2,787 sqm of employment floor space within the Class B1c (light industry) use (now referred to as Class E(g)(iii), however the application was submitted before the changes to the Use Classes Order were established on 1st Sep 2020), in the form of an industrial 'makerspace' within the lower floors of Block D. The provision of 2,787 sqm represents just over 50% of the existing floorspace on the site, and therefore is not in accordance with the site allocation brief, which seeks no net loss of floorspace on the site.

9. However, it is important to note that there has been a change in emphasis to the site allocation brief outlined above, in light of emerging guidance from the draft London Plan. As the GLA have confirmed, the site had previously been identified in the draft Local Plan for mixed use development including the provision of 2,500 sq.m. of business floorspace. Site Allocation Policy BCSA4 was modified to align with the Intend to Publish London Plan Policy E4. However, since this site allocation policy was drafted, the requirements within the emerging London Plan have since become subject to a direction from the Secretary of State to remove reference to 'no net loss' in this regard.
10. The GLA states that the scheme would result in a 49% reduction in industrial floorspace capacity in this regard, and therefore fail to accord with London Plan and draft Local Plan policies. However, they state that this must be seen in context with the wider redevelopment of the site and the predominantly residential-led scheme, which is supported, and therefore could be supported subject to the scheme delivering public benefits, which include a maximised affordable housing offer.
11. While officers have explored the ability of the site to deliver more employment floorspace during an extensive pre-application process, doing so would greatly restrict the number of residential homes delivered, which at 493 meets the capacity set out in draft policy BCSA4, as well as potentially compromising the scheme's viability even further and therefore its ability to deliver affordable homes. It would also compromise the other strategic benefits of the scheme, including the opening up of Wealdstone Brook to the north of the site, and improved public access and environment around it.
12. On this basis, it is considered that the quantum of employment floorspace proposed would be the optimum deliverable by the scheme, and in turn ensures that the residential provision of 493 units is broadly in line with the site allocation capacity set out in draft Local Plan policy BCSA4. The GLA have commented that in order to ensure the proposed floorspace will be provided as industrial use, a condition should be included to restrict the use to Use Class E(g)(iii). Officers recommend this condition be attached, and that this should be restricted to light industrial uses given the location and proximity of residential uses adjacent to it.

Provision of retail unit

13. Policy CP16 of the Council's Core Strategy sets out a sequential approach to new retail development. Policy DMP2 stipulates that units larger than 500sqm should not be supported outside of town centres unless demonstrated as acceptable by an accompanying Retail Impact Assessment.
14. The proposed retail unit would be a modest size at 98 sqm GIA, located on the south-west corner of Block A, on the junction of Fulton Road. Its small size and scale means that it would not have an adverse impact on the vitality and viability of the Wembley Town Centre, and would also provide some active frontage along this key corner. The addition of this unit therefore acceptable in land use terms, subject to a condition attached restricting its use to retail (i.e. Class E(a)).

Affordable housing and unit mix

Adopted affordable housing policy

15. London Plan policy 3.12 requires boroughs to seek the maximum reasonable amount of affordable housing, taking account of a range of factors including local and regional requirements, the need to encourage rather than restrain development and viability. The policy requires boroughs to take account of economic viability when negotiating on affordable housing, and other individual circumstances.
16. Brent's adopted local policy (CP2 and DMP15) requiring affordable housing requirements for major applications stipulates 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 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. The policies allow for the reduction in the level of Affordable Housing (below the 50 % target) on economic viability grounds. This is discussed in more detail later in this report.

Emerging affordable housing policy

17. The emerging London Plan (Intend to Publish Version) has been subject to examination and the associated affordable housing policies (H4, H5 and H6) are now given greater weight. These policies

establish the threshold approach to applications where a policy compliant tenure mix is proposed*, where viability is not tested at application stage if affordable housing proposals achieve a minimum of:

- 35 % Affordable Housing; or
- 50 % Affordable Housing on industrial land** or public sector land where there is no portfolio agreement with the Mayor.

* other criteria are also applicable.

** industrial land includes Strategic Industrial Locations, Locally Significant Industrial Sites and non-designated industrial sites where the scheme would result in a net loss of industrial capacity.

18. The policies set out the Mayor’s commitment to delivering “genuinely affordable” housing and the following mix of affordable housing is 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 homes;
- 40% to be determined by the borough based on identified need.

19. When interpreting these policies, the tenure mix set out in Brent’s adopted policies (70:30 ratio of Affordable Rent : Intermediate) and Brent’s emerging policies (70:30 ratio of London Affordable Rent : Intermediate) provide clarity on the tenure of the third category (40 % to be determined by the borough). This means that this element of Affordable housing mix should be provided as Affordable Rented homes.

20. 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 delivering at least 35% (or 50% on public sector land / industrial land and that propose a policy compliant tenure split) not viability tested at application stage. Brent 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 the Draft London Plan H6 policy 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.

21. Brent’s draft Local Plan has yet to be examined by the Planning Inspectorate and as such the adopted DMP15 policy would carry considerably more weight than the emerging policy at present. The draft London Plan is at a more advanced stage than Brent’s emerging Local Plan and has been subject to comments from the Planning Inspectorate. Whilst concerns have been raised about some London Plan draft policies by the inspectorate, none of those concerns relate to these policies and it can therefore be considered that this draft policy carries reasonable weight at this stage.

Affordable housing offer

22. The applicants would provide 25% of the development as affordable housing when measured by habitable room, with 84% of this housing comprised of London Affordable Rented housing (low-cost rented housing), and the other 16% comprised of shared ownership housing. The table below sets out a breakdown of these units by type and tenure:

	London Affordable Rent	Shared Ownership	Market	Total
1-bed	6	3	184	193 (39%)
2-bed	20	12	194	226 (46%)
3-bed	54	3	17	74 (15%)
TOTAL	80 (16.2%)	18 (3.7%)	395 (80.1%)	493 (100%)

23. Block C would provide all 80 London Affordable Rent homes, while the 18 shared ownership units would be provided within block D. The table above demonstrates that 54 of the 80 LAR flats (67%) would be family-sized, i.e. providing 3 bedrooms.

24. The applicant’s supporting financial viability assessment indicated that the scheme would return a deficit of £62m below the Benchmark Land Value (BLV) and, therefore this offer represented more than the reasonable amount of affordable housing.

25. The applicants' FVA has been reviewed independently for the Council, and while there is disagreement with some of the assumptions made within the submitted FVA, it has been clearly established that the scheme would deliver a significant deficit (approximately £42m against the BLV). There are considered to be several important factors as to why such a deficit has been found, most notably the fact that the site is a large industrial site in an area with a high demand for industrial floorspace, therefore reflected in a high Existing Use Value for the site, and higher construction costs reflecting the fact that this would be a high density development with more complex and lengthy construction processes.
26. Officers acknowledge that, while the conclusions of the report demonstrate that the maximum reasonable amount of affordable housing would be met, the above offer would fail to meet some of the key requirements of emerging affordable housing policy, namely; the offer does not include 30% shared ownership units, as required by emerging London Plan policy H6 and draft Brent policy BH5.
27. Officers therefore requested further sensitivity analysis to be undertaken to establish whether a policy compliant split in terms of affordable housing numbers (i.e. 70 LAR : 30 intermediate) would make the scheme viable, and in turn provide a greater level of affordable housing. Following these further tests, it was concluded that while the deficit would be reduced as a result of such changes (to approximately £33m below the BLV), this would not make the scheme financially viable.
28. Following review of these results, and the offer presented by the applicant, officers consider that the 'over-provision' of LAR homes would be a significant benefit of the scheme, particularly as a high proportion of these homes (54 out of 80) would be family-sized units, which the Borough are in acute need to meet housing demand. The phasing of the development would also ensure that these units are provided in Block C within the first construction phase, and this would be secured via section 106 agreement. Both early and late stage review mechanisms would also be secured within this legal agreement to ensure any surplus (although unexpected) could provide further affordable housing on the site.
29. The GLA's viability team have also reviewed the submitted FVA, as well as the independent review conducted on behalf of the Council. While they also disagree with some of the assumptions reached by the applicant, they acknowledge that the scheme is in substantial deficit and this would not be easily overcome, even if costs were reduced by 10% and values to increase by 20%, which in itself is highly unlikely. Notwithstanding their disagreement with some of the assumptions made, they are also supportive of a higher proportion of LAR/ 'low-cost' affordable housing being provided.

Wider acceptability of tenure mix

30. Brent's core strategy policy CP2 seeks at least 25% of units to be family-sized (3-bedrooms or more). Brent's emerging policy BH6 within the draft Local Plan carries forward this same target. At 15% across the scheme (74 of the 493 units), officers acknowledge that the proposals fall short of the 25% target.
31. Whilst acknowledging this shortfall, it must be recognised that the family sized units which are being provided are predominantly offered as London Affordable Rented units, with 73% of these 3-bed units (54 out of a total of 74) within this tenure. Furthermore, a total of 58% of the scheme's affordable housing is comprised of family-sized homes, with a further three 3-bed units provided with a Shared Ownership tenure.
32. In the context of market driven residential development, officers acknowledge there is a delicate balance to strike between scheme viability and family home provision, with the high number of 3-bedroom homes (on an LAR basis) being provided within the scheme a significant factor in the high deficit which it is calculated to deliver, as set out in earlier sections of the report. On balance, officers therefore consider the shortfall in family homes is acceptable in this instance, given the significant over-representation of family accommodation within the affordable tenures, and in acknowledgement of the scheme's overall viability position.

Design

32. Brent's DMP1 policy and SPD1 guidance set out the policy objectives and general requirements for good design in the built environment. Overall, officers consider that the proposal responds positively to this policy and guidance context and the specific elements of its design including: general layout, public realm, height and massing and architecture/materiality are discussed in the following sections.

Layout and public realm

33. The site would be laid out with 4 blocks (known as Block A to D) and a central one-way access road from Fulton Road to Fourth Way.
34. Block A fronts onto Fulton Road (running north to south) and contains the retail unit at ground floor level on the south west corner with the remainder of the block in residential use. The primary access to the residential units is from Fulton Road but secondary access can also be provided from the undercroft parking area. The entrance to the block is legible from the street, and the scheme provides active frontages on both Fulton Road façade and on the new street within the site.
35. Block B is located in the central part of the site and solely contains residential homes. It is linked to block A through a raised podium garden (of approximately 5m high above ground level) with undercroft parking below the podium. Access is provided to the homes from the new street. There is a clearly defined and legible entrance. The ground floor is activated by the communal flexible workspace, relaxation and entertainment spaces for the occupiers of the homes within this block.
36. Block C is located at the eastern end of the site and also runs north to south. It contains makerspace studios at ground floor with the upper floors in residential use. The residential entrance is access from the courtyard garage with a strongly defined and legible entrance. The commercial uses front onto the access road at ground level to provide natural surveillance and activity at ground level. Whilst there are some back of house elements for the residential units at ground level such as the bin store, these are broken up with the active frontages for the makerspace units. Furthermore, the bin stores are in easy collection of the refuse vehicles. Therefore, subject to conditions being secured to further review the design detailing of the doors/ vents to the bin stores to ensure that the high quality of design is achieved through the scheme, the layout of Block C is considered to be acceptable.
37. Block D runs along the frontage with Fifth Way in an east-west direction). It contains makerspace studios on the ground and first floors with residential use on the upper floors. Both the new street within the site and Fulton Road is activated by the makerspace units and entrances to the residential homes. The entrances are clearly defined and legible from the new street. Each of the blocks has a basement containing mechanical and electrical plant and resident cycle parking.

Public Realm

38. The development would create five dedicated areas of hard and soft landscaping throughout the ground floor plane, for residents which comprise of the Podium, Courtyard, Promenade, Yard and Allotments Garden.
39. In terms of providing a good quality external environment for residents and passers-by, active frontages have been maximised at street level. There are series of proposed pedestrian routes and public spaces improving the site's connectivity to the surroundings. The new street through the site and the yard play area to the east have created an alternative pedestrian route from Fulton Road (West) to Fourth Way (East). The yard is proposed as an urban square-like space, featuring a centre-piece of a grid of trees and punctuated by play equipment.
40. The newly created street is restricted to the residents' vehicles only and public for all pedestrians to use. There is also pedestrian access through the stairs from Fifth Way adjacent to Block D down to a landscaped courtyard space situated between Block B and Block C. The Courtyard, with its many trees, plants and play spaces, opens an accessible pedestrian route down to the Brook. Due to the 10 metre distance requirement from the Brook, a generous promenade width along the Brook has been created which enables potential future connectivity to the East and West of the site for residents as well as visitors. The improvements to the Brookside are a key benefit of the scheme, having the potential to deliver improved linkages for the public through to surrounding sites in Wembley, as well as having positive implications for local ecology and sustainability.
41. As outlined above there is a significant level change from north to south across the site, meaning that a podium model for the main landscaping and play space was the best solution in this instance. This is positioned between Block B and Block A and can be accessed via the north of the site next to the Brook. Further public realm benefits are delivered by the proposed Allotment Garden to the south-eastern part of the site, while roof gardens on top of Blocks A, C and D provide amenity and play space only for

residents.

42. Raised planters on the Podium and along Fulton Road would create specific sections of the building with defensible space and establishes a green buffer between private amenity space for ground floor residential units (Block A) and public uses. Along Fulton Road, the ground floor units benefit from a 1.2m deep front garden which provides defensible space to these homes.
43. The newly created street (from Fulton Road) also features newly planted trees and retail space on one side and commercial entrances on the opposite, which would act as a clear legible and inviting means of defining the main access route through the site. The public realm along Fifth Way would largely be formed of active frontages serving the industrial units (Class E(g)(iii)) spaces with some tree planting on the corner. Overall, the inactive frontages for the blocks are minimal as most of the services are positioned in the basement or roof. Block C would have the most inactive frontage towards the East, which is not a main road and Block A and B are positioned towards the proposed podium.
44. The public realm proposals are considered to be highly positive, with active frontages having been reasonably maximised at ground level with interest and strong legibility having been provided with a newly created internal street feature and new landscaping having been introduced in the public realm, especially towards the northern site and between the proposed blocks. Despite ground level changes, the active frontages remain well-grounded and do not appear severed from the street scene. In establishing a good connection through to the site, the applicants would deliver a new step- free street for pedestrians, connecting Fulton Road to Fourth Way, with further ramps towards the Brook, which can be accessed via the Courtyard.

Height and Massing

45. Policy WEM5 of the adopted Wembley Area Action Plan (WAAP) (2015) supports the development of tall buildings (defined as being 30 metres (about ten storeys) or greater) on the basis of its site specific tall buildings strategy. This site in the Wembley Area Action Plan is shown as a site which is sensitive for tall buildings under WEM5 criteria, however it is close to existing and emerging tall buildings including Scape Wembley (28 storeys), 10-11 Watkin Road (24 storeys), Quintain plot NE06 (34 storeys) and NE04, to the immediate west (18 storeys).
46. Draft policy BD2 of the emerging Local Plan (which has been to examination in public and due to be adopted in the near future) directs tall buildings to the locations shown on the policies map in Tall Building Zones, intensification corridors, town centres and site allocations. The draft Local Plan Policies Map and Brent Tall Building Strategy (March 2020) identifies the site as situated within the 'core' region of the Wembley Park tall building zone, where it is stated that, subject to not unacceptably impacting on protected views, buildings of over 15-storeys (45+ metres) may be considered appropriate.'
47. Furthermore, the site allocation brief contained within the draft Local Plan (Policy BCSA4) states that *'the approval of the Wembley Park masterplan and subsequent increases in height and therefore density within that context means that a larger amount of development is now considered appropriate on the site. The site is appropriate for tall buildings, subject to them achieving an appropriate relationship sensitive to its surroundings and not adversely affecting protected views of the stadium.'*
48. Whilst the WAAP is still the adopted local policy document for consideration, the emerging changes to policy as observed within BD2 of the emerging Local Plan are to be acknowledged and stand testament to the substantial increase in housing targets that have come into relevance since the publishing of the WAAP. Emerging London Plan policy can now be afforded substantial weight and the sustainability of this location within an area of good public transport accessibility is acknowledged.

Main tower (Block B)

49. The proposals have evolved significantly since early pre-application stages, and the approaches to height and massing are now strongly supported. The focal point of the site is a 21-storey tower (Block B), which sits centrally within the site and is considered the optimum height acceptable on the site given its surrounding context. Positioning this centrally is considered to reduce its visual impact from neighbouring streets, while also not appearing overbearing. Although it would appear taller than blocks in the immediate surrounding context, it is still considered to strike the right balance between the taller blocks to the West nearer to Wembley Stadium, and the lower 1-2 storey industrial buildings to the immediate east. This maximum height would therefore reflect the principles of the WAAP, as well as emerging policy BD2

and the Tall Building Strategy.

50. The north and south facades of the tower have a concave form, responding to the meandering shape of the Brook to the immediate north, and which helps to reduce its massing when seen from surrounding vantage points. The tower's bulk and massing is further reduced by the use of recessed balconies to the corners of the block, softening its edges and providing views of the sky. More generally, the use of an appropriate amount of glazing and horizontal banding between floors give the block some horizontal emphasis, providing visual interest and breaking up the building's verticality.

Mansion blocks and makerspace building (Blocks A, C and D)

51. To the west and east are the main 'shoulder' blocks of the site, which are designed to appear as Mansion blocks of 12 storeys (Block A) and 11 storeys (Block C) respectively. As well as acting as a buffer to the main height of the central tower, these mid-rise blocks relate to the adjoining building heights which include Quintain block NE04 to the west, with a main street facing block at 10 storeys, and Kelaty House to the immediate south, with blocks of between 10-12 storeys facing onto Fulton Road and Fifth Way. The 11-storey block to the east allows for a transition in scale down to the lower-rise industrial buildings to the north and east of the site. The blocks would successfully address the street frontages, and would have the same Mansion block style, bringing a degree of unity and coherence to the proposals as they sit either side of the main tower.
52. The Mansion blocks would be well articulated, with set-back top storeys to both blocks ensuring their perceived visual impact is reduced. The blocks would have a clear base, middle and top as a result of the dormer windows proposed to upper floors, with commercial uses activating the ground floor levels to both buildings. While having a strong horizontal emphasis, key features including recessed and triangular shaped balconies would provide depth and articulation and in doing so ensure the blocks would not appear overly elongated or overbearing when seen from street level.
53. Block D sits to the southern portion of the site, facing onto First Way and the new internal estate road. At 12 storeys, again this block is considered to respond appropriately to surrounding heights and scale. While using similar features to the mansion blocks including the use of recessed balconies and oblique angles on upper levels to break up massing, the block would read as having a main elevation with two 'book ends' on either side of Fifth Way, which ensures its horizontal emphasis would be clearly broken up when seen from street level. A clear visual distinction is also maintained between the lower two storeys, which make up the makerspace studios, with the residential homes on upper floors, ensuring further visual interest and helping to break up the massing of this block further.

Protected views

54. The applicant has submitted a comprehensive Townscape and Visual Impact Assessment (as part of the Environmental Statement) which sets out a number of images of the proposed development from key local vantage points and designated protected views, including those identified within WAAP Policy WEM6 and Brent's emerging Local Plan Policy BHC2. It has been identified that the proposal would sit within the viewing corridor of Wembley Stadium Arch from both Chalkhill Park (AAP/ Draft Local Plan view 9) and Chalkhill Road, which is not a designated viewing point, but is considered to form an important local landmark.
55. The applicant's illustrates the impact the development would have on these views. The images demonstrate that while all blocks would be at least partly visible from Chalkhill Park, views to Wembley Stadium Arch would be uninterrupted, and while prominent, the buildings would not be overly dominant in these views when considering the context of built and consented developments across the skyline.
56. Views of the eastern fringes of the Arch from Chalkhill Road would be restricted as a result of the proposed development. However the TVIA states that this part of the Arch is already partly intersected by Quintain Plot E03, and that the overall character of the skyline would not be fundamentally altered by the proposals. It must also be acknowledged that while this is a local landmark, it has not been designated as a protected viewing corridor, and therefore some loss of views to the Arch here is considered acceptable.
57. The GLA have also confirmed their support for the proposed height and massing of the development, stating that:

'The height and massing of the development is well thought out and responds positively to its surrounding context. The height of the development responds to the taller buildings coming forward within the Quintain Masterplan area and the development is generally in scale with other emerging development sites outside of the masterplan area.'

Architecture and Materiality

58. The visual design and architecture of the buildings is pleasing and of a very high quality, with a distinction between the simple but legible form to the main tower, and the more highly articulated and ornately detailed facades to the mansion blocks. The architecture is mainly based on the use of a light red brick with concrete spandrels to the mansion blocks, and a more traditional buff coloured brick to the central tower and makerspace mansion. However subtle variations are used within the detailed elements of each block, particularly to provide distinctive layers at ground floor and on upper storeys. The architectural features across the facades are neatly arranged in vertical stacks to emphasise the slenderness of the buildings. The use of bronze coloured steel balcony balustrades and fascia to each of the blocks would be a significant secondary feature of the scheme's appearance.
59. The GLA have commented that *'the quality of materials and attention to detail should be extended to every block, regardless of tenure. Appropriate conditions should be secured to ensure this.'* Block C, which is where the affordable rented homes would be provided, has a very high quality and there would be no dilution in quality to this block. Officers confirm that samples of the materials to be used in the development will be reviewed and approved by officers prior to any above ground works, and this would be secured by condition.

Impact to Heritage Assets

Conservation Areas and Listed Buildings

60. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 respectively require the decision maker to have "special regard" to the desirability of preserving a listed building or its setting, and pay "special attention" to the desirability of preserving or enhancing the character or appearance of a conservation area. The application site is not within a conservation area. The closest conservation areas are situated more than 500m from the Site; these include Wembley High Street Conservation Area to the west, Barn Hill Conservation Area to the north-west and St Andrew's Conservation Area to the north-east. The nearest listed buildings are also situated more than 500m away, and include the Wembley Arena (Grade II) to the south-west and Brent Town Hall (Grade II) to the north.
61. The applicants have submitted a detailed Townscape and Visual Impact (TVIA) assessment. The NPPF states that where a proposed development will lead to substantial harm to designated heritage assets, permission should be refused unless it can be demonstrated that the substantial harm is necessary to achieve substantial public benefits that outweigh the harm or in wholly exceptional circumstances identified in paragraph 195 of the NPPF. Where the proposal will lead to less than substantial harm, that harm should be weighed against the public benefits of the proposal.
62. Where harm is found to a designated heritage asset (even harm that is deemed to be less than substantial), the decision maker must give that harm considerable importance and weight as a result of the statutory requirements set out in Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990. London Plan Policy 7.8, Policy HC1 of the Mayor's Intend to Publish London Plan, policy DMP7 of the adopted Development Management Policies and policy BHC1 of the draft Local Plan all seek to ensure that development affecting heritage assets should conserve their significance, by being sympathetic to the character and setting of those assets.
63. The submitted TVIA is considered to be robust and demonstrates that the proposal would be seen in the context of other tall buildings within the Wembley Opportunity Area, and that there would be no harm to the setting of designated heritage assets.

Archaeology

64. Beyond the visual impact considerations that relate to heritage, the site has been assessed for its below ground archaeological potential and the applicants have submitted a report to communicate the findings (contained within the Environmental Statement).

65. The report confirms that no World Heritage Sites, Scheduled Monuments, Historic Battlefields or Historic Wrecks lie within 1km of the site. The site is also not within one of Brent's Archaeological Priority Areas (APA) or locally designated Sites of Archaeological Importance (SAI).
66. The history of the site has largely been as agricultural land until the area became managed parkland forming part of the wider Wembley Park during the late 19th/early 20th Century. In the 1920s, the site formed part of the area for the British Empire Exhibition, and this section of the site was occupied by a life size construction of a coal mine, including a stretch of below ground tunnels, a brick lined access shaft and an air shaft, as well as above ground structures. Although the above ground and immediate sub-surface structures were removed when the site was re-developed for the current industrial use, the report concludes that there is evidence some of the shafts and tunnel structures could still exist. For this reason, the report concludes that further work to identify and record these elements should be undertaken and need GLAAS input if required.
67. The Council's heritage officer has reviewed the above report and agrees with its findings. Officers therefore recommend a condition requiring this work to be undertaken and agreed with the heritage officer and Historic England as a pre-commencement condition.
68. Subject to this, the proposal accords with London Plan Policy 7.8, Policy HC1 of the Mayor's Intend to Publish London Plan, policy DMP7 of the adopted Development Management Policies and policy BHC1 of the draft Local Plan and the NPPF.

Impact on neighbouring residential amenity

69. Brent's DMP1 policy within the emerging and adopted Local Plan and Brent's SPD1 guidance sets out a number of criteria for judging impact on neighbouring residential properties in terms of losses of privacy and the creation of a sense of enclosure. It will be important to consider the extent to which the SPD1 guidance is complied with in relation to these properties, and for this impact to be weighed up as part of an overall judgement. The SPD1 amenity impact tests and the development's performance against them are explained below.

Daylight and Sunlight Impact

70. The applicant has submitted a daylight, sunlight and overshadowing analysis of the impact of the development on surrounding properties, utilising the recommendations set out in the BRE 'Site layout planning for daylight and sunlight - a guide to good practice (2011)' document. This has been included within the submitted Environmental Statement.
71. Officers are satisfied that the report successfully identifies all neighbouring properties which could be affected by the proposed development, which are summarised as follows:

- Cannon Trading Estate
- Kelaty House Blocks A-E
- Empire Court North End Road
- Wembley Park Masterplan sites NE01 – NE06

72. The results of the daylight and sunlight testing of these properties is set out below:

Cannon Trading Estate

73. Planning permission was initially granted in June 2018 for the re-development of the industrial estate, to the south of the site and sitting behind the Kelaty House scheme, for a 7-11 storey building to provide educational use, office use and 678 student rooms.
74. 136 windows were assessed and all of these will meet the BRE guidelines for the Vertical Sky Component, i.e. retaining a Vertical Sky Component (VSC) factor of at least 27% or seeing a reduction from the existing scenario Vertical Sky Component of no more than 20%. This is also borne out in the No Sky Line (NSL) test, which relates to rooms rather than windows, and assesses the proportion of a room from which sky would be visible. In this case, all of the 103 rooms assessed would pass the NSL test, meaning none of the rooms would experience more than a 20% reduction in daylight distribution.
75. With regard to sunlight impact, all 15 of the rooms tested meet the criteria for both winter probable

sunlight hours (WPSH) and annual probable sunlight hours (APSH).

Empire Court – North End Road

76. This building is located to the north of the site and comprises four storey flatted development. 88 windows were assessed and all of these windows will meet the BRE guidelines in terms of VSC, while 61 of 64 windows tested for NSL (95%) passed. Of the three affected rooms, one would retain a NSL of more than 0.7, and therefore is considered to experience a minor adverse impact. The two rooms experiencing a slightly more adverse impact are served by windows which sit within a corner alcove and are thus shaded by the building itself, accounting for their comparatively low NSL values of below 54%. However, given the high level of compliance overall and the particular circumstances of these affected rooms, it is considered that the impact to this building from the proposed development would not be significant enough to warrant refusal of the application.
77. With regard to sunlight impact, 64 rooms were assessed. 4 of the 64 rooms experienced WPSH losses of more than 20% of existing, however none of the rooms lost more than 10% APSH above their existing situation, and therefore the proposed development would comply with BRE criteria in this regard.

Kelaty House Block A

78. Block A of Kelaty House is situated to the south-west of the site and comprises a 13-storey building used as a hotel/ serviced apartments, granted consent as part of a wider re-development of the site in December 2012 (ref. 12/1293), and is currently under construction. The position of this block and relationship with the adjoining development ensures that of the 108 windows assessed for VSC, none experienced any losses. Similarly, all 54 relevant windows passed a NSL test, with no breaches in NSL encountered.
79. The orientation of the block and its context with the development, sited south-west of all proposed buildings, means that there would be no material sunlight implications to this block and no further assessment was required.

Kelaty House Block B

80. Block B of Kelaty House, part of the re-development outlined above, would be between 10 and 11 storeys and comprises student accommodation. A total of 213 windows serving 144 rooms were assessed for daylight within this block. In terms of VSC, a total of 72 of the 213 windows (33.8%) would pass BRE criteria. Of the remaining 141 affected windows, it is considered that a further 34 would experience a 'minor adverse' impact, in that overall VSC levels would remain above 0.7 of their existing/ consented situation. The remaining 107 windows, representing half the overall number, would experience a VSC loss of more than 40%, which is considered to be more significant. These figures are broadly reflected in pass rates under NSL testing also. However it must be acknowledged that this consented block is currently surrounded by low rise industrial properties to the north and east, and therefore benefits from very good baseline levels of daylight which was always going to be more significantly affected by the increase in height and massing proposed by the re-development of surrounding plots.
81. Officers also acknowledge that a high number of the rooms experiencing more perceptible losses, both in terms of VSC and NSL, are bedrooms. These are considered by BRE guidelines to be less sensitive to daylight losses than main living and kitchen areas. Furthermore, officers place some weight on the fact that these rooms serve student accommodation rather than permanent living spaces. While a reasonable expectation of daylight and sunlight is required in such spaces, there is acknowledgement that they are of lower sensitivity in comparison with the expected levels of occupiers of permanent homes and flats. Given this context, officers consider on balance that the daylight losses would be acceptable on balance, despite being contrary to BRE guidance.
82. In terms of sunlight testing, 19 rooms were tested, with 12 of these meeting BRE criteria. Of the remaining 7 rooms experiencing more perceptible sunlight alterations, six would still retain an APSH at least 0.7 times its former levels, which is considered to be a minor adverse impact, with one further room experiencing a more significant level of sunlight loss throughout the year. Given the relatively high degree of compliance, and the context of this block being used as student accommodation rather than as permanent residences, officers consider this to be acceptable.

Kelaty House Block C

83. Block C of Kelaty House would be between 8 and 9 storeys, and is also currently under construction for use as student accommodation. A total of 50 windows serving rooms were assessed for daylight impact within this block. In terms of VSC, the assessment demonstrates that 29 of the 50 windows (58%) would comply with BRE criteria. Of the windows falling short of BRE requirements, a further 10 would retain VSC levels above 0.6 of their former value, and are considered to have a minor or moderate adverse impact.
84. The remaining 11 windows would experience more perceptible daylight impacts. However, testing of NSL alterations demonstrates that 13 of the 16 rooms assessed would retain daylight levels above 0.8 times their former value, and therefore only 3 rooms would experience more perceptible losses. As with the impacts to Block B outlined above, officers give weight to the fact that baseline levels of daylight are high due to the low-rise nature of the existing development, meaning any significant increase in height and massing proposed on this site would have a more significant impact. It should also be noted that all three affected rooms, i.e. experiencing NSL levels below 0.8 times their former value, are dual aspect and served by at least one window which would experience any daylight impacts from the proposed development.
85. Given this context, and also that the block serves as student rather than permanent accommodation, officers consider on balance that the relatively high degree of compliance with BRE guidelines would be acceptable.
86. In terms of sunlight testing, 8 rooms were tested, and all of them would meet BRE criteria, with no loss of either WPSH or APSH as a result of the proposed scheme.

Kelaty House Block D

87. Block D of Kelaty House would be between 6 and 7 storeys, and is also currently under construction for use as student accommodation. A total of 104 windows serving 77 rooms were assessed for daylight within the block. The report demonstrates that all 104 windows would pass the BRE's criteria in terms of VSC, while 72 of 77 rooms (93.5%) assessed would pass accepted NSL levels. Of the five affected rooms, none of these would experience daylight alterations of less than 0.6 times their former value, and two of these affected rooms would be bedrooms which are less sensitive to daylight alterations, as acknowledged by the BRE guidelines.
88. The orientation of the block and its context with the development means that there would be no material sunlight implications to this block and no further assessment was required.

Kelaty House Block E

89. Block E of Kelaty House is situated to the far south-west of the site and comprises a 4-5 storey block which is currently under construction, for use as student accommodation. The position of this block and relationship with the adjoining development ensures that of the 63 windows assessed for VSC, none experienced any losses. Similarly, all 35 relevant windows passed a NSL test, with no breaches in NSL encountered.
90. Similarly, in terms of sunlight testing, the orientation of the block and its context with the development means that there would be no material sunlight implications to this block and no further assessment was required.

Quintain Masterplan – Sites NE01-NE06

91. Objections have been raised by Quintain concerning the projected impact of the proposed development, and in particular Blocks A and D, in terms of loss of daylight to the eastern elevation of block NE04 which would be located to the immediate west of the site.
92. Annex 7 of the Environmental Statement submitted with the application provides a detailed analysis of the projected impacts of the proposal on Wembley Park Masterplan sites NE01 – NE06, which are located in the immediate vicinity of the site. The assessment concludes that the cumulative daylight effects of the proposed development are considered to be significant (Major Adverse), with a greater than 40% reduction in VSC over 10 storeys of the eastern elevation of Plot NE04. Quintain state that this

would result in perceptible losses of daylight to approximately 70 flats approved within NE04.

93. It is important to note that, since no detailed submissions have yet been made for the exact massing, internal layouts, window sizes etc to sites NE01 – NE06, the assessment could only test the facades of the indicative massing, rather than any specific windows and rooms as these have not yet been placed within the approved parameters of the building. Nonetheless, a full façade VSC range has been identified for the approved parameter plans for these plots based on the proposed massing.
94. The identified VSC range shows that the lower levels of the approved building envelope for plot NE04's eastern elevation achieve VSC levels of 27% and above, and that the proposed development would reduce this range to between approx. 11% and 20% in most cases. Quintain's comments note that the applicant's 3D visual model showing the VSC ranges across the facade would indicate that the VSC levels on some of the lowest residential levels would actually reduce to between 6% and 10%.
95. The applicants have provided a justification for such losses within their assessment, as well as a more detailed commentary in response to the objection. The applicants state that the eastern elevation of NE04 benefits from uncharacteristically high initial values (i.e. more than 27%) as this indicative façade overlooks the existing low-rise industrial buildings present on the site in the baseline scenario, and therefore any proposed development of the site, which was to be expected given the site allocation, would have a significant impact on daylight levels to adjoining premises.
96. It is argued that the retained VSC levels on the lower floors of the east elevation, with the Proposed Development in place, would be in line with those seen on the lower floors of the southeast elevation of the same building in the future baseline scenario. Therefore, the daylight levels achieved within the rooms behind this elevation would be expected to be similar to those achieved in other areas of the masterplan, unaffected by the proposed development. Finally, it is noted that the upper floors of the building, as well as all other elevations of the masterplan, would see VSC alterations lower than 20%.
97. Officers have had careful regard to the proposed impact of the development to future occupiers within this part of NE04. However, this must be seen in context with the emerging urban context of the site and its surroundings, and the generally very high levels of compliance across the rest of sites NE01-NE06, as well as other surrounding developments which have been discussed above. Having weighed up these factors, officers consider the scheme would remain acceptable, despite the perceptible losses experienced within plot NE04.
98. With regard to sunlight impact, sites NE01-06 are all located to the west of the proposed blocks, and the orientation of its facades mean that no elevations facing within 90° of due south would be affected by the proposed development. On this basis, no further analysis of sunlight impacts has been carried out.

Overshadowing to outdoor amenity spaces

99. The applicants have considered the impact to nearby outdoor amenity spaces. The relevant amenity spaces which are closest and which would warrant overshadowing testing are the communal gardens to the south of Empire Court, and at Amex House, as well as Wealdstone Brook to the immediate north. The courtyards within the two eastern plots of Masterplan sites NE01-NE06 have also been assessed.
100. The BRE overshadowing assessment is passed where at least 50% of the garden area would retain exposure to at least 2 hours of direct sunlight on 21st March. While some additional overshadowing would occur within the communal areas of both Empire Court and Amex House, this would be minimal and gardens would still retain at least 2 hours of direct sunlight, complying with the BRE guidance.
101. With regard to Wealdstone Brook, there would be more perceptible levels of overshadowing, particularly given the presence of the main 21-storey tower immediately adjacent to it. However, officers acknowledge that there would be no further overshadowing resulting from the proposed development during the morning on 21st March, while shadows would be cast by Plots NE01-NE06 of the Masterplan site between 1-2pm. From 3pm onwards, the development would result in further overshadowing of the Brook, and it would be in full shadow from this point. The scheme would not meet the BRE guidance on this basis.
102. However officers consider that these impacts must be weighed against the regeneration benefits of the scheme, which include opening up and activating this part of the Brook to encourage more people to use this area, as well as much improved landscaping and pedestrian legibility which the development is

aiming to achieve. On balance, the proposals are therefore considered acceptable, despite the conflict with BRE guidance.

103. With regard to the eastern plots within NE01-NE06, it was concluded that there would be no percentage change in terms of sunlight hours enjoyed by these courtyards as a result of the proposed development, with both areas achieving 96% and 100% of sunlight levels respectively.

Summary

104. Overall, officers consider the impacts to neighbouring sites (both completed and consented) are acceptable when seen in the context of the scheme's wider benefits. Officers would note that the BRE guidelines on which the daylight and sunlight analysis is based are designed to identify good levels of daylight and sunlight in low density locations and that the guidelines acknowledge a need to interpret compliance flexibly in denser town centre locations.
105. Furthermore, at paragraph 123 of the National Planning Policy Framework (NPPF), it is stated that *"when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)"*.
106. The growth area location and site allocation, which envisions significant housing growth on this site and surrounding sites are given significant weight. The expectation for significant housing growth within this site, as set out in policy, would naturally reduce the expectations for full compliance with the daylight and sunlight guidance. As discussed in earlier paragraphs of the report, the existing buildings on site are only 1 storey high and establish a very generous baseline scenario which would naturally result in a significant change in the context of any development proposal to deliver a reasonable number of homes.

Privacy

107. In order to retain acceptable privacy levels to properties, SPD1 states that all primary habitable room windows within a property should be at least 9m from the boundary with the private external amenity space of neighbouring properties or adjoining sites, except where the view on to that property would be to a part of the property which would serve as low value amenity space (e.g. the side access around a house). All secondary habitable room windows and non-habitable room windows should be obscure glazed if they cannot achieve this standard too. Furthermore, proposed habitable room windows should achieve a full 18m of separation from the habitable room windows of other properties (apart from street facing windows). These standards are in the interests of protecting the privacy of neighbouring occupiers.
108. With regard to relationships with surrounding blocks, Block A would maintain at least 16m distance to the eastern façade of Plot NE04 (as shown on the agreed parameter plans). Whilst this is less than 18m as set out in SPD1, the windows front onto the street. Between 19m and 25m would be maintained between the south façade of Block D and the northern façade of Kelaty House Block B. The site is bounded to the north by Wealdstone Brook, and to the immediate east of the site are low-rise industrial buildings and warehouses. There are not considered to be any overlooking issues arising to adjoining properties as a result of the development.

Sense of enclosure

109. In the interests of ensuring that the development does not appear unduly overbearing to surrounding properties, SPD1 establishes a standard for new development to sit underneath a 45-degree line drawn from a 2m height at the nearest edge of an affected property private amenity space. The proposed buildings should also sit underneath a 30-degree line drawn from a 2m height at the nearest rear habitable room windows within neighbouring properties that face towards the proposed buildings.
110. In this case, the proposal does not directly adjoin any private rear gardens nor are there are rear habitable room windows in neighbouring sites that face the application site. Therefore it is not considered appropriate to apply 30 and 45 degree lines for this site context. Nevertheless, a full test of daylight and sunlight impact on surrounding properties can assist in understanding and weighing up the harm in the balance of considerations, and this was discussed in earlier sections of the report.

Summary

111. It is considered that the relationship of this development to its surroundings complies with relevant guidance in SPD1. Generous separation distances are maintained between the proposed blocks and adjoining sites, and where they are closer, these are close to consented or newly constructed schemes where there must be some expectation of tighter relationships given the urban regeneration context. Officers consider the proposals acceptable in this regard.

Quality of residential accommodation

112. Policy DMP1 within Brent's Development Management Policies (2016) and within Brent's emerging Local Plan (2019) in addition to policy 3.5 of the adopted London Plan (2016) and D6 of the emerging London Plan (2019) require developments to achieve high quality standards of internal amenity and quality of accommodation.

Central Tower (Block B)

113. Block B would provide 159 homes (79 x 1B2P, 80 x 2B4P) over 20 storeys, with the ground floor providing entrance lobby, refuse and amenity space. All of the homes meet minimum internal space standards. All of the new homes within this block are for private tenure.

114. There are 8 apartments per floor served by a single central core. 79 out of 159 homes (49%) which are single aspect, but would have either an easterly or westerly outlook, and would be 1 bedroom units with balconies positioned to the front of the bedrooms. This maximises daylight and sunlight into living rooms with a side window access on the balcony also.

115. The main entrance to the block is located on the south side of the building fronting the new estate road. 1 bedroom homes are single aspect on east and west with balconies and the larger 2 bedroom homes are located to the corners of the tower to provide dual aspects with corner balconies, accounting for 51% of the new homes within this block being dual aspect.

116. The building has its own discreet basement containing mechanical and electrical plant and resident cycle parking, while a small amount of plant would be located to the roof.

Eastern and Western mansion blocks (Blocks A and C)

117. The two residential buildings A and C (Mansion Blocks) sit to the east and western edges of the site, at a medium rise of 12 and 11 storeys respectively. The two Mansion Blocks provide 214 of the 493 homes in the proposed development.

118. 134 homes are located in Block A (Mansion Block West) which comprises of 88x1bed 2 person and 46x 2 bed 4 person units. All of the residential homes in this block are for private tenure. They all meet minimum space standards. Block A would have 12 apartments per floor, served by two independent residential cores.

119. 65% (88 out of 134) of the homes within the block are single aspect, facing either west or east. The 35% remaining (46 out of 134) units are dual aspect with a north-south aspect.

120. Block C (Mansion Block East) would have 80 homes in which 6 x1bed 2 persons, 20x2bed 4 persons and 54 would be for 3 bed 5 persons units. All of the new homes are London Affordable Rent, and they all would meet minimum space standards.

121. Block C would have 8 apartments per floor. 40 out of 80 flats (50%) which are dual aspect, with the majority of these being 3-bedroom flats, which is welcomed. The remaining units would have a single easterly or westerly aspect, which is considered acceptable.

122. Block A to the west comprises market residential units on every level with a small, 98 sqm retail (Class E(a)) unit to the southern end of the ground floor. Block C includes 522 sqm of open plan makerspace studios (Class E(g)(iii)) to the ground floor with residential to all levels above.

123. Both buildings have their own basements containing mechanical and electrical plant and resident cycle parking. Residents would have access to the respective roof gardens of each building where a small amount of building plant will also be located. Both blocks would also face Wealdstone Brook to their north corner.

124. The larger 2-bedroom apartments to the north and south end of the block provide dual aspect. Overall, 35 % of the new homes within Block A will be dual outlook. The principal entrance for residents is from Fulton Road providing access to the south or north cores. The ground floor apartments are mostly located along Fulton Road to the west and one on north-east with front gardens and area of defensible space from the public footway. The front area to the east side of the block is used for blue badge parking holders positioned under the podium garden area connected to the Tower (Block B). There is also internal access to the landscaped podium from first floor level, via the main core.
125. Block C contains residential homes from first floor to 11th would provide the proposed 80 London Affordable Rent residential apartments, with two thirds being family- sized units with separate main entrance located on the western side through the courtyard gardens. The ground floor also provides refuse and recycling storage, as well as accessible cycle storages.

Southern site (Block D)

126. The southern block (referred to as Block D) would contain 120 homes of which 18 are affordable shared ownership units. The block would have 20 x 1 bed 2 person, 80x2 bed 4 persons and 20x 3bed, 5 person units. All of the new homes meet minimum internal space standards. There are 12 units per core divided around two cores.
127. Block D would comprise of 84% dual aspect units which 20 are 3bed 5 persons and 80 are 2 bed 4 persons. The remaining 16% (20 of 120) are single aspect dwellings, which are 1 bed 2 person units towards south with recessed oblique angles which can ensure better outlook rather than square facades. The angled 30 degree windows to east and west can also provide some elements of easterly and westerly sunlight.
128. Overall, the quality of the proposed residential accommodation is of high quality. All of the homes meet minimum internal space standards. The true dual aspect percentage as whole for all of the development is 53.9% (266 out of 493 units), the rest are single aspects with 41.98% (207 out of 493 units) towards East/West, and only 4.1% is single aspect towards south. Given the high density, urban context of the proposed scheme, this is considered an appropriate level and on balance would comply with the objectives of both the London Plan and SPD1.
129. The residential accommodation is accessed from a newly created street to the north of the mixed use block D. The main entrance to this newly created thoroughfare can be accessed from Fulton Road and from the stepped piazza and access route to the east of Block D. The makerspace would be divided centrally into two self-contained elements, where each half comprises six apartments per core with independent and generous lobbies. The makerspace studios are located along the new street giving them direct access to the road which would help with keeping the new street lively and active throughout the day. The western end of the building on the principal corner contains ancillary entrance and café space, which acts as a reception to the light industrial floor space. Other facilities on the ground floor are refuse stores, which can be easily collected from the newly created street and accessible cycle storage for all users.
130. The slender design of block D holds the street edge and provides active uses along Fifth Way and newly created street to the rear as well as not being disproportionately high to the perimeters of the site. The elevation is divided into 3 portions with 'book ending' corners, recessed balconies along the span of residential sections and further balconies on the edges of the building helps break up the façade. The roof of Block D will also be used to provide dedicated communal external amenity space for the residents.

Accessibility

131. 10% of the homes would be adaptable for wheelchair users and are accordingly sized so as to ensure suitable circulation space within each room for this purpose (M4(3) standard within the Building Regulations). Policy 3.8 within the adopted London Plan and Policy D7 within the emerging London Plan require 10% of new homes to meet the M4(3) fit out and the remainder to meet the M4(2) fit out which would be achieved in this instance.
132. The applicants' design and access statement includes an 'Access and Inclusivity Statement', which outlines how the proposed development would meet the above requirements. The document shows how wheelchair user and wheelchair adaptable units can be incorporated into the scheme, with indicative

layouts for each respective type of flat shown. Exact details of which units are to be provided for M4(3) fit out (accounting for 10% of the units) have not been shown, however officers consider that this can be requested by condition before commencement of works (except demolition).

Privacy and outlook

133. In terms of privacy between blocks, the proposal meets all standards set out in Brent's SPD1 (2018). A separation distance of 22 metres is maintained between Block A and B, 27 metres between blocks B and C, and 19 metres is kept between Blocks B and D, thereby complying with SPD 1 design guide. Whilst the distance between Block A and D is less than the 18 metres as set out within SPD 1, the oblique windows at an angle creates the 18-metre distance to the facing windows on Block D. Furthermore, these windows overlook the access road within the site rather than directly facing rear windows as set out in SPD1.
134. Given the proximity to neighbouring land parcels on the East of the site, Block D is set away from the boundary by 9 metres and Block C maintains more than 20 metres to the eastern edge of the site. Block A would also maintain 9 metres separation to the western edge, opposite block NE04 of the Wembley Park Masterplan site. This is to ensure a suitable 9 metre outlook within the demise of the site to side warehouse units on Fourth Way and Fifth Way to the East.

Internal daylight and sunlight

135. An internal daylight and sunlight report has been submitted with the application, testing the levels of daylight reaching habitable rooms of the development using the Average Daylight Factor criteria. The report concludes that 73% of the rooms would achieve daylight distribution (NSL) to over 50% of their rooms' areas. Considering the high density, urban context of the scheme, this is considered acceptable.
136. In terms of sunlighting, 66% of the windows will meet the recommended criteria for winter sunlight and 61% for year round sunlight. This is largely because the south facing windows will directly overlook the taller southern block within the scheme, limiting these windows' access to the sun. However it should be noted that this would have benefits for future occupiers in terms of limiting overheating.
137. It is worth noting that the orientation of Blocks A and C, which have their principal elevations facing due east and due west, would have typically allowed for limited access to sunlight, i.e. either in the morning or in the afternoon only in summer and mid-season. The triangular shape of balconies has enabled most living areas to have a southerly aspect and therefore greater sunlight potential. Flats in Block C also have living areas which have been designed as open-plan LKDs and have therefore been assessed against the more stringent 2% ADF criterion. Approximately half of those that fall short of this target still achieve the 1.5% recommended for living areas, and this is considered acceptable.
138. The largest area of concern in terms of daylight availability occurs to the south elevation of Block D, which is significantly obstructed by the massing of Kelaty House, thereby restricting the amount of daylight and sunlight available on this façade. Owing to the orientation of this block, the internal layouts have been designed as through flats with north-south dual-aspect living areas, so that single-aspect north-facing units could be avoided. However, with light being concentrated close to the windows, this has inevitably led to the central part of the generously sized living areas having to rely on supplementary artificial lighting. As daylight levels are averaged out across the entire room area, such rooms fall short of the daylight recommendations. The corner units, which benefit from dual aspect with east- or west-facing windows, receive much greater levels of natural light, exceeding the ADF and NSL recommendations.
139. Overall, the proposed development is considered to perform well against the recommended guidance and represents an acceptable level of compliance in consideration of the dense urban location of the scheme.

Amenity Space

140. Policy DMP19 states the following:

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

141. The policy requirement in relation to external private amenity space is for it to be "sufficiency of size". Whilst there is a normal "expectation" for 20sqm per flat and 50sqm for family housing (including ground floor flats), that is not an absolute policy requirement in all cases. This is reinforced by the supporting text to the policy (para. 10.39) which provides that:

"New development should provide private amenity space to all dwellings, accessible from a main living room without level changes and planned within a building to take a maximum advantage of daylight and sunlight. Where sufficient private amenity space cannot be achieved to meet the full requirement of the policy, the remainder should be applied in the form of communal amenity space".

142. These requirements are carried forward in Brent's emerging Local Plan under policy heading BH13.

143. In meeting the above requirements, it is expected that at least a part of each flat's required amenity space will be private space and as such, all units should be provided with a London Plan/Housing SPG compliant balcony/terrace. Within dense developments in a town centre setting there is an expectation that a shortfall in amenity space provision can acceptably be made up through communal garden space as much as is possible, which would be a secondary form of amenity space beyond the flats' balconies.

144. All flats will be provided with a private amenity space, in the form of a good sized balcony that exceed London Plan standards for private amenity space provision.

145. The proposal includes rooftop terraces to Blocks A, C and D for use as communal amenity spaces for residents within these specific blocks, however block B also benefits from the proposed landscaped podium. These terraces provide a total of 2,352 sqm of communal amenity, in addition to five outdoor spaces on ground floor 3,394 sqm. A 375sqm indoor communal lounge is provided at the ground floor of block B, overlooking the landscaped areas, as an additional amenity offer to residents; contributing towards the DMP19/BH13 standard for amenity spaces. The benefit of this indoor space is acknowledged and would factor into officers' views on the acceptability of the amenity space provisions.

146. Overall, the amenity space provision, and associated shortfalls below DMP19/BH13 (where relevant) is as follows (all in sqm):

Block A	Policy Requirement	Private Balcony	Shortfall of policy	Communal Roof Space	Cumulative Shortfall	% of req
84 x 1B2P	20	7.8	12.2			
42 x 2B4P	20	7.8	12.2			
4x 2B4P (level 12)	20	21.8	0			
4x1B2P (level 12)	20	17.9	2.1			
Total units (x134)	2,680	1,141	1,538			

Block B	Policy Requirement	Private Balcony	Shortfall of policy	Communal Roof Space	Cumulative Shortfall	% of req
79 x 1B2P	20	7	13	565.86	1,386.7	56.4%
80 x 2B4P	20	8.43	11.57			
Total units (x159)	3,180	1,227.4	1,952.6			

Block C	Policy Requirement	Private Balcony	Shortfall of policy	Communal Roof Space	Cumulative Shortfall	% of req
4 x 1B2P (level 10)	20	23.8	0			
2 x 1B2P (level 10)	20	11.8	8.2			
18 x 2B4P	20	7.8	12.2			
54 x 3B5 (all on upper floors)	20	7.8	12.2			
2 x 2B4P	20	11.5	8.5			

(level 10)						
Total units (x80)	1,600	703	674.2	371	526	67.1%

Block D	Policy Requirement	Private Balcony	Shortfall of policy	Communal Roof Space	Cumulative Shortfall	% of req
20 x 1B2P	20	5.2	14.8			
40 x 2B4P (corner units)	20	7	13			
40 x 2B4P	20	8.9	11.1			
20 X 3B5P (all on upper floors)	20	8.9	11.1			
Total units (x120)	2,400	918	1,482	1,071	411	82.8%

Whole scheme	Policy Requirement	Private Balcony	Shortfall of policy	Communal Roof Spaces	Communal Ground floors	Cumulative Shortfall	% of req
Total units (x)	9,860	3,974.6	5,885.4	2,352	3,394	3,533.4	98.5

147. Whilst the tables above break down the shortfall in amenity space provision against policy requirements across the different amenity space components by block, the summary position is that:

- 40% of the required amenity space provision is achieved through the provision of private balconies
- 64% of the required amenity space provision is achieved through the provision of private spaces and roof communal spaces – this figure is increased to 98% with taking into account the 5 designated soft landscaped communal spaces on ground floor.

148. The development falls marginally short of DMP19/BH13 standards by 2%. It is considered that this provision has been reasonably maximised across the development, utilising all rooftops where possible, and it is therefore considered that despite this shortfall, the maximum reasonable amount of external amenity space has been provided throughout the site. It should also be noted that the scheme brings wider benefits in terms of opening up Wealdstone Brook and encouraging this to be more actively used, with the potential for a public route along the Brook, with the aim of adjoining sites tying into this. On balance, the proposed amenity space provision is therefore acceptable.

Playspace provision

149. Policy 3.6 of the adopted London Plan requires that on site play space is provided to service the expected child population of the development. These requirements are carried through within the emerging London Plan under policy heading S4. The applicants have set out a play space strategy which provides on-site play spaces aimed at children aged 0-17 in line with GLA's child yield matrix. The child yield matrix would require 844 sqm of play space for 0-3 year old children and 1404 sqm for above.

150. The applicants have incorporated these play spaces within the rooftop gardens as well as the podium, courtyard, yard and other side communal spaces which would add to 2,270 sqm. These figures are calculated based on the residential and affordable housing mix proposed and based on the local PTAL level and outer London setting. The proposal is also in the proximity of a number of parks (particularly the Northern Lawns and Southern Terraces being delivered as part of the Masterplan) in providing an off-site offer for residents.

151. The proposed scheme provides a total of 2,270 sqm of playspace, thereby exceeding the 2,248 sqm target generated under the standards set by the Mayor's Play and Informal Recreation SPG. The proposal provides playspace for children of all ages, with most of this centred around the sheltered and well over-looked courtyard and podium gardens. Some additional provision is made on the roofs of blocks A, C and D. Informal play areas are also provided in the Yard and along the Street, multiplying the opportunities for play.

152. Detailed plans of the play spaces for all ages and their individual features will be secured through a landscaping condition.

Landscaping provision and Urban Greening

153. The proposals would retain the vast majority of trees on site, although two main groups of trees would be removed to the north-west and south-east fringes of the site respectively. However a further 12 trees/ groups of trees would be retained along the north of the site close to the Brook. Although these are largely categorised as C or U value trees, they play a role in the vegetation and natural screening along the Brook and are therefore important to the overall landscaping strategy. These would be enhanced by further planting along the Brookside, as well as across the scheme in general, and there would be an overall net gain in tree planting of approximately 120 within the proposed development.

154. As outlined in paragraph 49, at the heart of the landscape proposals is opening up the site to Wealdstone Brook and establishing a future public access connection to it, which would be in keeping with the aspirations of WAAP policy WEM40. Further proposals that contribute to this policy aspiration will be provided in the form of biodiversity measures which are discussed later in this report.

155. The GLA initially commented that although the proposed development provided a good range of urban greening features, including green walls, vegetated sustainable drainage elements, intensive living roofs and good levels of trees and hedges across the site, the urban greening factor score (0.34) was below the target 0.4 for predominantly residential developments, and therefore would fail to accord with draft London Plan policy G5. However the applicants have reviewed their proposals and submitted a revised landscape/ greening strategy which takes this score up to 0.43, and is therefore acceptable.

156. Again, officers recommend a landscaping condition which secures detailed plans of the landscaping's individual features to be submitted for approval before works on the relevant part of the scheme commence.

Transport and highways

Site background

157. The site is bounded by Fulton Road, Fifth Way and Fourth Way. Fifth Way is a local distributor road that has recently been converted to two-way working. There is a level difference between the site and Fifth Way. Fulton Road is a local commercial access road whose importance is likely to increase once the proposed North End Road to Bridge Road link has been completed. Fourth Way is also a local commercial access road.

158. On-street parking is prohibited at all times around the site. As the adjoining roads are all commercial access roads, none of them have been identified as heavily parked streets overnight, although there is evidence to show that they are heavily parked during the day. The site is within the Wembley Stadium Event Day Parking Zone.

Car Parking

159. The proposals involve the inclusion of 17 Blue Badge holder only bays from the outset, with 15 being for the residential element and two being for the commercial element. This would result in a blue badge provision of 3%, which complies with the London Plan minimum requirements from the start. There is also space to provide a further 10 spaces if demand requires it, which would take it the total potential future provision up to 5%. This is less than the London Plan maximum potential requirement of 10%, but is considered to offer reasonable flexibility for future demand.

160. Of the spaces that are provided, at least 20% require electric vehicle charging points at the outset, with all remaining spaces having passive provision.

161. No other car parking is to be provided and this in principle is welcomed, although the local streets would need to be included within a year-round Controlled Parking Zone (CPZ) to ensure that overspill could not occur on-street if a 'car-free' agreement is applied. Officers have secured a financial contribution to the CPZ via section 106 agreement for a sum of £50,000, and the removal of future

occupiers to apply for parking permits.

162. A Car Parking Management Plan has been submitted with the application, which details the triggers for car parking enforcement action as well as its consequences. It also states that car parking spaces would be leased out rather than sold, which is the recommended approach within the London Plan and is considered acceptable. However, it would need to specifically state that only blue badge holders are entitled to park in the blue badge spaces, and this would be secured by condition.

Cycle Parking

163. The proposal requires a minimum provision of 889.5 long term residential spaces and the Transport Assessment indicates that the proposal includes the provision of 890 spaces and so accords within minimum requirements in terms of quantity. The cycle stores are located within both the basement and ground floors of each of the four blocks, with the ground floor stores being identified as the accessible cycle parking stores.

164. Clarification has been provided by the applicants that cycle parking in the basement levels would consist of two-tier stands which would be a minimum of 450mm apart and have minimum aisle widths of 2m. These would be accessed via lifts with minimum dimensions of 1.2m x 2.3m, meeting LCDS guidance. A condition is attached requiring these to be provided as per the revised arrangements, prior to any occupation of units.

Refuse

165. The proposed refuse storage provision is 130,370l, which is in excess of minimum levels. Some of this excess could be used for food waste. As some of the proposed refuse stores would be greater than 10m from the nearest point where a refuse vehicle can be parked whilst servicing, the applicants have submitted a Draft Delivery and Servicing Management Plan (DSMP) which details the procedures that the management team will take to relocate the refuse bins within 10m of a refuse collection vehicle on the day of the collection, with a commitment to not leave them on the public highway.

166. The council's highways officers have confirmed this is acceptable in principle. However, it is noted that the road through the development is not proposed to be a public highway, and therefore arrangements for refuse vehicles to enter the site need to be agreed. No areas for refuse storage on the day of collection have been identified either. These issues would need to be addressed via the submission of a final and this needs to be addressed within a final DSMP, which officers consider can be secured by condition prior to first occupation of any part of the development.

Delivery and Servicing

167. Three 18m length loading bays are to be provided, with one being solely for residential use, one solely for commercial usage and one shared bay. The Transport Assessment includes TRICS survey data which indicates that the proposed commercial units would attract 16 service vehicles per day, whilst the residential units would attract 27 service vehicles per day. If these were to be spread throughout the day, it is considered that the three loading bays (which could provide space for up to 9 vehicles at any one time), would be sufficient to meet the peak demand for servicing at any time.

168. Tracking diagrams have been provided to show that the bay for the light-industrial floorspace could accommodate full-size rigid lorries, as required in Brent's servicing standards.

Trip Generation

169. The TRICS database has been interrogated to determine the existing and proposed trip generation of the site. The existing vehicle trip generation of the site has been estimated at 366 daily two-way trips, with the 44 two-way trips in the am peak period and 26 two-way trips in the PM peak period. This doesn't include all modes and based on Census data, vehicle trips account for 46% of all trips. The total number of trips by all modes would be in the region of 800 daily two-way trips.

170. The proposed trip generation for the residential units has been estimated at 3,092 all modes daily two-way trips, which is significantly higher than the existing trip rate. However, with very limited parking being provided, these additional trips would be via sustainable modes and the scheme would therefore result in a reduction in vehicular traffic.

171. Notwithstanding this, it is considered that the predicted vehicle trip rate of zero is unrealistic, as the proposal would result in demand for vehicular trips from at least blue badge holders if not others. Nevertheless, this would still be well below the existing 366 two-way vehicular trips.
172. The main impact of the trip generation would be on public transport capacity, with the 206 bus experiencing an extra 12 passengers per bus in the AM peak. This is likely to lead to capacity issues. Information submitted by the applicants suggests that the impact on the rail network would be limited, as they consider that there is spare capacity.
173. Transport for London, as operator of these services, have recommended a contribution of £546,000 towards improvements to the local bus network, including but not limited to capacity enhancements on local buses. The contribution will be secured within the Section 106 Agreement.
174. It should also be noted that the proposals include the upgrading of the bus stop on Fifth Way to provide a shelter and seating for passengers and this is welcomed.

Public Realm

175. The proposals includes the creation of a one-way private road from Fulton Road in the west to Fourth Way in the east. The principle of this is welcomed, as it would eliminated the need for vehicles (particularly service vehicles) to U-turn on site, thereby creating more space for amenity. Removable bollards are to be located over 13m from the adopted highway to restrict access, which would be sufficient space for the types of service vehicles expected to wait off the public highway.
176. Highways officers did raised concerns about the proposed one-way arrangement to the access road, citing common issues with excessive speeds and barriers for cyclists and pedestrians. The applicants have responded by setting out that the proposed removable bollards at the site access (closest to Fulton Road) and exit, and the overall limited width of the road would discourage speeding. However they have agreed to increase bollarding where appropriate to mitigate officer's concerns. With regard to cyclists using the road, the applicants consider that a section of shared space and dropped kerb to facilitate entry onto Fulton Road could be designed into the site access as part of the s278 agreement, allowing cyclists to enter/ exit the site safely on a two-way basis. Officers therefore consider the one-way arrangement to be acceptable.
177. The proposals also include stepped access onto Fifth Way, which will provide a more permeable environment to pedestrians, particularly those wanting to access the bus stop on Fifth Way. Highways officers raised the issue of whether a ramped access could also be provided. However, the applicants have confirmed that while this option was explored, there is a significant level change between Fifth Way and the site, meaning any ramp would have an excessive gradient and would be very difficult to feasibly design. On this basis, officers consider the proposed access arrangements to be acceptable.

Healthy Streets Assessment

178. The applicants have identified an Active Travel Zone to various points of interest in the vicinity of the site, such as schools, rail stations and shops. They identified that the high volume of traffic along First Way could be a cause for concern, whilst pedestrian and cycle access to facilities to the east of the site (such as Ikea and Tesco Extra) had a number of deficiencies that do not make for an attractive safe pedestrian/cycle environment.
179. Transport do concur with this assessment and suggest that CIL funding from this and other developments to the east could be used to improve this environment. While officers cannot assign CIL funding from approved schemes to particular projects, a focus on using CIL monies to improve sustainable transport links within this part of the Borough would be supported.
180. Notwithstanding this, the HSA recognises a need to improve crossing facilities at the junction of Fulton Road with Fifth Way, and this has now been done through the introduction of dropped kerbs and tactile paving as part of the two-way scheme. This would be secured as part of the highway works within the Section 106 Agreement.

Travel Plan

181. A Travel Plan has been submitted by the applicants. The council's highways officers note some small

deficiencies, however it is satisfied that this could be addressed through the submission of a detailed commercial and residential travel plan. Officers recommend that this is secured as part of the section 106 agreement.

Draft Construction Logistics Plan

182. The proposed routing of construction vehicles from the North Circular is considered acceptable. Deliveries would need to be booked with at least 24 hours' notice and this would help with managing the amount of vehicles on-site at any one time.
183. It is proposed for deliveries to take place throughout the working day i.e. from 8am to 6pm, Monday to Friday and from 8am to 1pm on Saturdays. Transport recommend that no deliveries are made within the am and pm peak hours and that wherever possible is not a strong enough commitment to this. In addition, no deliveries must be made within four hours of an event at Wembley Stadium.
184. The predicted peak period of construction vehicles movements is expected to take place during Q1 to Q2 of 2023 and would see up to 234 trips per day. For a 10 hour day, this would be an average of 23 vehicles per hour or one movement per 2-3 minutes. This is a relatively high number of vehicle movements, which only makes it more important that peak time deliveries are avoided. Confirmation would also need to be provided that this number of vehicles can be accommodated on-site without the need to wait on the public highway.
185. Officers are satisfied that these requirements can be satisfied via a revised Constructions Logistics Plan which would be secured through a condition before any construction works began on site.

Environmental Health Considerations

Air quality

186. An air quality assessment (including an air quality neutral assessment) considering the impacts of the proposed redevelopment of the site on air quality has been submitted. The report has considered the impacts that would be incurred during the construction phase, impacts that would be incurred by traffic generated by the development, and impact of heating plant emissions. This has been reviewed by Brent's regulatory services team.
187. The assessment is sufficiently robust and detailed, considering the potential emissions to the area associated with the development as well as the potential impact on receptors to the development. Officers are satisfied that the development would have a negligible impact on air quality without any mitigation measures being required.

Construction noise and nuisance

188. The development is within an Air Quality Management Area and located very close to other residential and commercial premises. Demolition and construction therefore has the potential to contribute to background air pollution levels and cause nuisance to neighbours.
189. It should be noted that in relation to these matters, there is also control through Environmental Health Legislation and a planning cannot duplicate any controls that are available under other legislation. However, the council's regulatory services team have recommended a condition requiring a Construction Method Statement to be submitted for approval before works start. This would be required to cover highways issues as well, and has been attached.
190. A further standard condition is also attached requiring all non-road mobile machinery to meet low emission standards, as set out within the London Plan (both adopted and emerging documents).

Contaminated land

191. The applicant has submitted an initial site investigation report and this has been reviewed by the Council's Regulatory Services team. The site to be redeveloped and the surrounding area has been identified as previously contaminated. This assessment does indicate remediation works are required in relation to soils and also gas protection measures. The report also advises that further investigative works should be undertaken when the site is vacated. Officers are satisfied that the proposals are

acceptable, subject to conditions requiring further site investigation works following demolition of the existing building, and any remediation works arising from this to be completed before first occupation or use.

Lighting

192. The Council's Regulatory Services team have reviewed the proposed external lighting strategy and, although this appears acceptable in principle, request further details of illuminance levels at the nearest residential windows. A condition is attached to require this information is submitted and approved by the Local Planning Authority before any of the residential units are occupied.

Sustainability and energy

Policy background

193. Planning applications for major development are required to be supported by a Sustainability Statement in accordance with Policy CP19, demonstrating at the design stage how sustainable design and construction measures would mitigate and adapt to climate change over the lifetime of the development, including limiting water use to 105 litres per day. Major commercial floorspace is required to achieve a BREEAM 'Excellent' rating and this also needs to be clearly evidenced. Policy DMP9B of Brent's Local Plan also requires sustainable drainage measures to be adequately implemented.

194. Major residential developments are expected to achieve zero carbon standards, including a 35% reduction on Building Regulations 2013 Target Emission Rates (TER) achieved on site, in accordance with London Plan Policy 5.2. An Energy Assessment is required, clearly outlining how these standards would be achieved and identifying, where necessary, an appropriate financial contribution to Brent's carbon-offsetting fund to compensate for residual carbon emissions.

195. In terms of non-domestic floorspace, the policy target is a 35% on-site reduction, and this must be separately evidenced within a submitted Energy Assessment. However, significant weight is also placed on the Intend to Publish London Plan policy SI2, which applies the zero carbon standard (with 35% reduction on on-site emissions) to both residential and commercial elements of the scheme.

Carbon emissions

196. The energy assessment submitted sets how the London Plan energy hierarchy has been applied, with carbon emissions savings identified from passive energy saving measures including low fabric U-values, and the implementation of an on-site heat network served by air source heat pumps, which would be used throughout the building. Cooling demand has been assessed for both the residential and non-residential elements of the scheme, in line with GLA requirements.

197. The assessment demonstrates that the scheme would deliver a 39% reduction in carbon emissions below the 2019 Building Regulations baseline, which is broken down into the following site-wide elements below:

	Tonnes CO2 p.a	% reduction
Savings from energy demand ('Be Lean')	115	23
Savings from Heat Network ('Be Clean')	0	0
Savings from renewable energy ('Be Green')	59	12
Total	173	35

198. The assessment demonstrates that a significant amount of this carbon reduction would be achieved on site through 'be lean' measures including low U values within the internal glazing to minimise heat gains, efficient heating systems, inclusion of heat recovery, efficient ventilation systems, energy efficient lighting and energy efficient and saving equipment. The use of renewable technologies would also be

incorporated into the scheme, including air source heat pumps installed to the roof and PV panels to the makerspace building.

199. The GLA has reviewed the carbon savings energy strategy. The approach to energy is generally supported, however the GLA consider that further information should be provided to justify the applicant's proposal to not incorporate roof solar panels as part of the 'be green' savings. Officers would note that the roofs are fully utilised at present, mostly for amenity space but with smaller sections of ancillary plant. The need to provide communal amenity space to the roofs, as well as the heat pumps, has limited the scope to provide extended PV panels.
200. The GLA have also commented that further detail is provided on how the site will be future proofed to connect to a district heating network, should one come forward in the future. In relation to this, Brent would note that WAAP policy WEM 30 requires all Wembley development to incorporate a future connection point into the build and such details will be required by condition in addressing this. These aspects will need to be picked up by the applicant's energy consultant ahead of a Stage 2 referral to the GLA.
201. Nevertheless, the scheme achieves the baseline 35% reduction in carbon emissions for both its residential and non-residential parts. A carbon offsetting contribution of £479,700 has been confirmed to account for the shortfall below the zero carbon target, in line with London Plan guidance. This would be secured via the section 106 agreement.
202. With regard to the makerspace element of the scheme, a BREEAM Pre-Assessment has been submitted and this demonstrates that the scheme would achieve an 'Excellent' rating, with this industrial floorspace in Block D achieving a target of 71.8%. The BREEAM assessment notes that there may be scope to improve these scores in certain parts of the design process, while other credits may be at risk. Officers therefore recommend through the Section 106 Agreement that the submission of a final stage BREEAM assessment to ensure that, as the design stages of the proposed development evolves, an Excellent rating is achieved. The GLA have also confirmed, following clarifications, that the approach adopted has been fully justified and accords with relevant London Plan policies.

Sustainable design

203. The submitted Sustainability Statement outlined a number of sustainable design measures which would be incorporated into both the residential and non-residential elements of the scheme. These include measures (including the use of individual water meters and flow restrictors) to ensure the residential dwellings would be limited to water consumption of less than 105 litres per person per day. Officers recommend a condition to ensure that water consumption is restricted to less than 105 litres per person per day as identified above.
204. The sustainability statement proposes that the non-residential components of the development will target a minimum BREEAM rating of 'Excellent'. The BREEAM pre-assessments for these components identifies scores of 6 credits on water measures. This is in accordance with Policy SI.5 of the Intend to Publish London Plan and is strongly supported.
205. In addition, water efficiency measures would be used within the landscaped areas, while green roofs would play a key role in achieving a high level of sustainable drainage across the scheme.

Flooding and Drainage

206. The site is predominantly in Flood Zone 1 with a small areas of Flood Zone 2 and 3 along the boundary. The site abuts the River Wealdstone Brook. A Flood Risk Assessment (FRA) has been submitted as required under the NPPF.
207. It is proposed the Site will discharge at greenfield run-off rate into the Wealdstone Brook via the existing outlet. The proposal is to provide attenuation totalling 892 sqm, with each building attenuating rain water independently. Each building will have green/blue roofs to attenuate flows as will the Podium decking and absorption/attenuation will be incorporated through the landscaping wherever possible. All hard surfaces will use permeable paving and voided aggregate subbase.
208. The GLA have reviewed this information and consider that the approach to flood risk management for the proposed development complies with London Plan policy 5.12 (and draft New London Plan policy

SI.12).

209. However, the GLA have also commented that further details on how SuDS measures at the top of the drainage hierarchy will be included in the development, and how greenfield runoff rate will be achieved should be provided. Additional attenuation storage volume calculations, attenuation dimensions, and consistent development plans should be provided. These matters will be addressed by the applicant in preparation of a Stage 2 referral to the Mayor.
210. The Environment Agency (EA) have reviewed the proposal and support the content of the submitted flood risk assessment and drainage strategy, given a 10 metre buffer zone would be maintained between the proposed development and the Brook. The EA have requested that a condition securing the implementation of this document is included within any consent. Furthermore, the EA have requested that an informative is applied to ensure relevant Flood Risk Activity Permits are secured before works begin.
211. Thames Water have reviewed the proposal and do not raise any concerns from a construction perspective or an operational perspective in relation to surface water and foul water capacity. However they have requested a condition is attached requiring a piling method statement is submitted for approval before such works take place.

Wind and Microclimate

212. A microclimate assessment has been submitted by the applicant, as part of the Environmental Statement.
213. Initial wind tunnel testing was undertaken with the known large landscaping surrounding the site in place. A second wind tunnel testing was undertaken with the consented surrounds in place. Places tested included all thoroughfares, crossing points and the Wealdstone Brook access paths, on street parking bays, bus stops, building entrances and rooftop garden spaces.
214. The initial wind tunnel testing shows that the safety criteria is met in all parts of the study area and the comfort criteria is largely met too. The places where conditions may exceed suitable comfort levels for very minor periods in winter would be the podium level between Blocks A and B. To address this, it is considered that a 1.5m high hedging should provide sufficient shelter to the seating area, and this should be incorporated into the proposed landscaping scheme. By doing so, this would ensure the effects here would be negligible.
215. The condition requiring the submission of a landscaping plan will include a requirement for this hedging to be provided within the podium seating area, in order to ensure the mitigation measures set out in the submitted report are met.

Ecology and Biodiversity

216. The site is close to a Grade II Site in Nature Conservation (SINC) located alongside the Wealdstone Brook to the north of the site. The existing site is dominated by urban features including buildings and a large area of hardstanding which account for approximately 83% of the total area of the site. There are small patches of scrub, introduced shrub and poor semi-improved grassland within the site which in its current state has a habitat value of 0.71. With enhancements proposed, the biodiversity Metric calculator returned a net gain of 1.33 habitat units or 187.12%, therefore there will be a gain in biodiversity value.
217. The applicants have submitted an ecology report and supplementary bat roosting survey which indicate the protected and priority species identified on or likely to be on or near the site.
218. The report addresses the likelihood of roosting or foraging animals including bats, terrestrial mammals, amphibians, reptiles, birds, invertebrates, white-clawed crayfish, dormice and polecats. Generally, the development is deemed unlikely to adversely affect these species, nonetheless a number of measures have been recommended to ensure any harm is minimised.
219. The report also considers the presence of invasive plant species, such as Japanese Knotweed which have been located alongside the brook corridor to the North of the site.
220. Demolition and construction related effects would include potential sediment run-off to the brook,

disturbance effects from construction lighting and noise from machinery, tree removal and vegetation clearance which may contain habitat for reptiles. As such, a construction ecological management plan (CEMP) should be compiled for the site. The aim of the CEMP would be to minimise the potential impact of the construction phase of the development on the existing ecology of the site and off-site receptors, and to ensure works proceed in accordance with current wildlife legislation. This should be agreed with the local planning authority prior to works commencing.

221. The recommendations and enhancement suggestions are considered to be thorough and robust given the local ecological designations, and it is therefore considered that the scheme, subject to the above measures, would not result in any unduly harmful impact on the biodiversity in the area and may be of benefit to local ecology.
222. A condition will require that the abovementioned recommendations and enhancements are submitted in plan form (in the case of the CEMP and invasive species method statement) for approval. The landscaping condition will also require that the biodiversity enhancement measures are shown within the submitted landscaping plans. An additional condition will require the remainder of the ecology protection and enhancement measures to be adhered to during implementation.

Trees and Landscaping

- 223.** The applicant has submitted an arboricultural assessment which identifies 14 trees on site, 13 of which have been assessed as category C (largely Sycamore species), with the remaining tree being assessed as category U. The trees along the bank of Wealdstone Brook would be retained.
224. There are a large number of new trees (at least 120) proposed to various locations on the site. Trees proposed on the Brook complement the existing Sycamores and are well suited for a water side environment. They are mostly various species of multistem trees, such as Alder (*Alnus glutinosa*), Willow (*Salix fragilis*) and Birch (*Betula pubescens*). The same trees, albeit in their standard, single stem forms are then repeated on the brookside meadow and in the proposed courtyard, as well as street trees on the new estate road and within the allotment space to the south-eastern corner.
225. In the Courtyard as well as on the Podium, the proposed trees are mostly multistems of 3-4 metres in height. In the Courtyard, the relatively low planting is accentuated by 3 large evergreen Scots Pine trees (*Pinus sylvestris*) that grow considerably higher than the surrounding multistems and offer some greenery all year round. On Fulton Road and Fifth Way, the proposed street trees tie in with existing species on site - English Oak (*Quercus robur*), Poplar (*Populus nigra*) and Alder (*Alnus glutinosa*).
226. A condition will require that final detailed landscaping drawings are submitted, approved and implemented prior to the occupation of the development, which will include full details of type and species of tree planting throughout the site.

Fire Safety

227. Fire Safety is formally considered at Building Regulations stage, however the applicants have clarified a fire safety strategy within their planning submission as follows.
- A sprinkler system will be provided throughout the development and within habitable rooms of all apartments, as well as to ancillary accommodation and plant, and to the commercial elements of the scheme;
 - Unless advised by the Fire and Rescue Service, a stay-put evacuation strategy to be put in place for each residential block, as these floors will be protected by fire resisting construction
 - Each building served by a firefighting staircase and natural smoke ventilation systems within the corridors
 - Appropriate smoke ventilation within basements areas and car parks
 - Retail ground floor unit to be provided with direct access to outside
 - Disabled refuge point to be provided at all commercial floor levels – none for the residential floor levels due to the stay put strategy
 - Firefighting shaft to be provided for each block as all over 18m high

228. The GLA has advised that the applicant's fire safety strategy should be adjusted ahead of an approval to confirm the materials to be used in meeting the requirements of Policy D12 'Fire Safety' within the intend to publish London Plan (2019). This will be confirmed either ahead of the Stage 2 referral or by means of a pre-commencement condition.

Utilities

229. The applicants have submitted a report setting out the existing and required utilities / statutory services for the scheme, including clean water supply, sewer connection, gas, electric and internet (FTTP). The details of the report are not considered to contravene any relevant planning policies.

230. The statutory services report indicates that fibre internet is proposed to be made available to all apartments, which would accord with the aims of emerging London Plan policy SI 6.

Equalities

231. 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.

232. 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

233. 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 and completion of a Section 106 Agreement.

234. The development would provide a suitable and attractive built addition to the Wembley Park growth area in line with local policy allocation objectives. Whilst the development would slightly reduce the extent of the Wembley Stadium arch that would be visible from Chalkhill Park and incur some limited level of harm to the daylight and sunlight enjoyed at neighbouring properties, a balance has to be struck between different planning objectives. The provision of a significant quantum of replacement employment floorspace and a high number of new homes, with significantly more of those homes being secured as affordable units than the Council would deem viable is a significant planning benefit that carries significant weight.

235. Whilst the scheme does fall short on external amenity space standards set out in Policy DMP19 and draft Policy BH13, the overall quality of accommodation is considered to be good, and must be considered against the wider benefits of the scheme including affordable housing, and significantly improved public realm, including improvements to the legibility and appearance of this part of Wealdstone Brook. As such, the conflict with adopted and emerging policy is limited and would be outweighed by the wider benefits of the mixed use re-development, including the re-provision of a high quality employment floorspace, and a good level of affordable housing.

236. Following the above discussion, and weighing up all aspects of the proposal, officers consider that the proposal should be approved subject to conditions and a Section 106 obligation.

CIL DETAILS

This application is liable to pay **£17,459,194.42** * 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): 5396 sq. m.

Total amount of floorspace on completion (G): 55374.23 sq. m.

Use	Floorspace	Eligible*	Net area	Rate R:	Rate R:	Brent	Mayoral
Page 112							

	on completion (Gr)	retained floorspace (Kr)	chargeable at rate R (A)	Brent multiplier used	Mayoral multiplier used	sub-total	sub-total
(Brent) Dwelling houses	52839.33	0	47690.35	£200.00	£0.00	£14,221,942.4	£0.00
(Brent) Businesses and light industry	2441.61	0	2203.68	£40.00	£0.00	£131,434.05	£0.00
(Brent) Shops	93.29		84.2	£40.00	£0.00	£5,021.88	£0.00
(Mayoral) Dwelling houses	52839		47690.02	£0.00	£60.00	£0.00	£2,958,848.1
(Mayoral) Businesses and light industry	2441.61		2203.68	£0.00	£60.00	£0.00	£136,723.88
(Mayoral) Shops	93.29		84.2	£0.00	£60.00	£0.00	£5,224.00

BCIS figure for year in which the charging schedule took effect (Ic)	224	323
BCIS figure for year in which the planning permission was granted (Ip)	334	
TOTAL CHARGEABLE AMOUNT	£14,358,398.40	£3,100,796.02

*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.



Application No: 20/2033

To: Mr Fyall
DP9 Ltd
100 Pall Mall
London
SW1Y 5NQ

I refer to your application dated **09/07/2020** proposing the following:

Demolition and redevelopment to provide new buildings ranging between 11 and 21 storeys with basement levels; all for a mix of uses comprising 493 residential units, retail (Use Class A1) and industrial floorspace (Use Class B1(c)); provision of private and communal space, car parking, cycle parking, ancillary space, mechanical plant, landscaping and other associated works.

Application is accompanied by an environmental statement.

and accompanied by plans or documents listed here:
See condition 2.

at **Euro House, Fulton Road, Wembley, HA9 0TF**

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: 01/12/2020

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:-

Adopted Policy

- The National Planning Policy Framework (2019)
- The London Plan (2016 – Consolidated with alterations since 2011)
- Brent's Core Strategy (2010)
- Brent's Development Management Policies (2016)
- Brent's Wembley Area Action Plan (2015)

Emerging Policy

- The Intend to Publish London Plan (2019)
- Brent's Local Plan (Reg 19 Version – 2019)

Supplementary Planning Guidance / Documents

- Mayor of London's Affordable Housing and Viability SPG (2017)
 - Mayor of London's Housing SPG (2016)
 - SPD1 Brent Design Guide (2018)
- Brent's Basements SPD (2017)

- 1 The development to which this permission relates must be begun not later than the expiration of five 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):

All drawings marked as Rev P01 except where specified:

Existing

18150_(01)_P001
18150_(01)_P002
18150_(01)_P100
18150_(01)_P101
18150_(01)_P102
18150_(01)_P201
18150_(01)_P202
18150_(01)_P203
18150_(01)_P204
18150_(01)_P301
18150_(01)_P302

Demolition

18150_(12)_P102

Site wide

18150_(00)_P099
18150_(00)_P100
18150_(00)_P101
18150_(00)_P105
18150_(00)_P110
18150_(00)_P111
18150_(00)_P122

18150_(00)_P150
18150_(00)_P201
18150_(00)_P202
18150_(00)_P203
18150_(00)_P204
18150_(00)_P205
18150_(00)_P301
18150_(00)_P302

Block A

18150_A_(00)_P099 Rev P02
18150_A_(00)_P100
18150_A_(00)_P101
18150_A_(00)_P105
18150_A_(00)_P111
18150_A_(00)_P112
18150_A_(00)_P113
18150_A_(00)_P201
18150_A_(00)_P202
18150_A_(00)_P203
18150_A_(00)_P204
18150_A_(21)_P210

Block B

18150_B_(00)_P099 Rev P02
18150_B_(00)_P100
18150_B_(00)_P101
18150_B_(00)_P105 Rev P02
18150_B_(00)_P121
18150_B_(00)_P122
18150_B_(00)_P201
18150_B_(00)_P202
18150_B_(00)_P203
18150_B_(00)_P204
18150_B_(21)_P210

Block C

18150_C_(00)_P099 Rev P02
18150_C_(00)_P100
18150_C_(00)_P101
18150_C_(00)_P105
18150_C_(00)_P110
18150_C_(00)_P111
18150_C_(00)_P112
18150_C_(00)_P201
18150_C_(00)_P202
18150_C_(00)_P203
18150_C_(00)_P204
18150_C_(21)_P210

Block D

18150_D_(00)_P099
18150_D_(00)_P100
18150_D_(00)_P101
18150_D_(00)_P105
18150_D_(00)_P112
18150_D_(00)_P113
18150_D_(00)_P201
18150_D_(00)_P202
18150_D_(00)_P203
18150_D_(00)_P204
18150_D_(21)_P210

Landscape and Public Realm

L-A1-PLN-001; L-A1-PLN-002; L-A1-SEC-001; L-A1-SEC-002; L-A1-SEC-003

Supporting documents

Planning Statement from DP9;
Design and Access Statement from AHMM (including Drawings Schedule, Access & Inclusivity Statement from All Clear Designs, Preliminary Lighting Strategy from Light360 and Ventilation Strategy Statement from Caldwell);
Environmental Statement: Volume I – Main Report, coordinated by Trium;
Environmental Statement: Volume II – Townscape and Visual Impact Assessment, from Tavernor Consultancy;
Environmental Statement: Volume III – Technical Appendices, coordinated by Trium;
Environmental Statement: Non-Technical Summary, from Trium;
Transport Assessment, prepared by Pell Frischmann;
Draft Delivery and Servicing Plan, prepared by Pell Frischmann;
Draft Car Park Management Plan, prepared by Pell Frischmann;
Framework Travel Plan, prepared by Pell Frischmann;
Outline Construction Logistics Plan, prepared by Pell Frischmann;
Internal Daylight, Sunlight and Overshadowing Report, prepared by GIA;
Sustainability Statement (including BREEAM Pre-Assessment) prepared by bpp.energy;
Energy Statement including Overheating Assessment, prepared by bpp.energy;
Statement of Community Involvement, prepared by Kanda Consulting;
Tree Survey and Arboricultural Impact Assessment, prepared by GHA Trees;
Flood Risk Assessment, prepared by JBA Consulting;
Drainage Strategy incl. Foul Sewage Assessment, prepared by MCR Consulting Engineers;
Utilities Assessment, prepared by Caldwell;
Financial Viability Assessment, prepared by DS2;
Fire Safety Statement (ref. 55375 Rev 00) dated October 2020 from Chapmanbdsp.

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

- 3 The development hereby approved shall be carried out in Phases in accordance with the approved Phasing Plan (drawing no. (00)_P150, Rev. P01), unless an alternative Phasing Plan is submitted to and approved in writing by the Local Planning Authority pursuant to this condition.

Reason: In the interests of proper planning.

- 4 The scheme hereby approved shall contain 493 residential units as detailed in the drawings hereby approved, unless other agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 5 The development hereby approved shall contain 98sqm of commercial floor space which shall not be used other than for purposes within Use Class A1 (Class E(a) from September 2020) and 2,787sqm of commercial floor space which shall not be used other than for purposes within Use Class B1(c) (Class E(g)(iii) from September 2020), as detailed in the drawings hereby approved, unless other 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 adequate provision of retail floorspace, employment floorspace and industrial capacity within the borough.

- 6 A communal television aerial and satellite dish system shall be provided, linking to all residential units within the development 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.

- 7 The residential units hereby approved shall at no time be converted from C3 residential to a 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 order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: 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.

- 8 The Blue Badge parking spaces and visitor cycle stands shall be installed prior to occupation of the development hereby approved and thereafter retained and maintained for the lifetime of the development.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 9 The cycle storage facilities and refuse storage within a building shall be installed prior to occupation of that building hereby approved and thereafter retained and maintained for the lifetime of the development. The cycle storage facilities shall not be used other than for purposes ancillary to the occupation of the building hereby approved.

Reason: To encourage sustainable forms of transportation in the interest of highway flow and safety.

- 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 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 EP3 and London Plan policies 5.3 and 7.14.

- 11 Unless alternative details are first agreed in writing by the Local Planning Authority, the tree protection recommendations set out in the submitted Arboricultural Impact Assessment (prepared by GHA Trees Arboricultural Consultancy, dated 30th June 2020 – ref. GHA/DS/125260:20c) shall be fully implemented following the commencement of the development.

Reason: To ensure the development suitably protects trees that could be damaged by the development.

- 12 Unless alternative details are first agreed in writing by the Local Planning Authority, in consultation with the Environment Agency, the development hereby approved shall be carried out in full accordance with the submitted Flood Risk Assessment (JBA Consulting – ref. A01.CO1/ June 2020) and Drainage Report (MCR Consulting Engineers – ref. P1760 – Rev P4 - dated 30 June 2020).

Reason: To ensure the safe development and secure occupancy of the site proposed for residential use.

- 13 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.

- 14 Unless alternative details are first agreed in writing by the Local Planning Authority, the ecology mitigation and enhancement recommendations set out in the submitted Preliminary Ecological Appraisal and Bat Survey Report (prepared by EcologyByDesign dated March 2020) shall be fully implemented following the commencement of the development.

Reason: To ensure the development suitably mitigates ecological impact and takes the opportunities to enhance ecology and biodiversity.

- 15 Within six months of commencement of development hereby approved, electric vehicle charging points shall be provided to 20% of the Blue Badge spaces provided, whilst the remaining spaces will provide passive charging facilities. The provision of electric vehicle charging points shall be in accordance with London Plan standards, providing both active and passive charging points.

Reason: To encourage the uptake of electric vehicles as part of the aims of London Plan policy 6.13.

- 16 Prior to the commencement of the development, a Construction Environmental Method Statement which incorporates a dust management plan shall be submitted and approved by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition) 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 impacts being controlled through this condition may arise during the construction phases and therefore need to be understood and agreed prior to works commencing.

- 17 Prior to the commencement of the development a Construction Ecological Management Plan shall be submitted and approved by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition) outlining measures that will be taken to minimise the potential impact of the construction phase of the development on the existing ecology of the site and off-site receptors, and to ensure works proceed in accordance with current wildlife legislation. The development shall thereafter operate in accordance with the approved document.

Reason: To ensure an acceptable impact on the surrounding environment during construction.

Pre-commencement Reason: The impacts being controlled through this condition may arise during the construction phases and therefore need to be understood and agreed prior to works commencing.

- 18 Prior to the commencement of the development, a Construction Logistics Plan shall be submitted and approved by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition) outlining measures that will be taken to

address issues such as delivery of materials, lorry routeing, staff parking etc., whilst also minimising lorry movements by recycling on site and back loading spoil and aggregates. The plan will need to comply with TfL's guidance on Construction Logistics Plans and in specific relation to this site, will need to carefully consider co-ordination with other development projects in the area. The approved statement shall be implemented throughout the duration of demolition and 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 relates to details of construction, which need to be known before commencement of that construction.

- 19 (a) Following the demolition of the building(s) (where relevant) and prior to the commencement of building works within a Phase, a site investigation shall be carried out by competent persons to determine the nature and extent of any soil contamination present within that Phase. The investigation shall be carried out in accordance with the principles of BS 10175:2011. A report shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of building works within that Phase (in writing through the submission of an application for approval of details reserved by condition) 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.

(b) Any soil remediation required by the Local Planning Authority shall be carried out in full in accordance with the approved remediation works for any Phase. Prior to the occupation of each Phase, a verification report shall be submitted to and approved in writing by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition) stating that remediation has been carried out for the Phase in accordance with the approved remediation scheme and the land within that Phase 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.

- 20 No piling shall take place within a Phase until a piling method statement (detailing the depth and type of piling to be undertaken and the methodology by which such piling will be carried out, including measures to prevent and minimise the potential for damage to subsurface water infrastructure, and the programme for the works within that Phase) has been submitted to and approved in writing by the local planning authority in consultation with Thames Water (in writing through the submission of an application for approval of details reserved by condition). Any piling within a Phase must be undertaken in accordance with the terms of the approved piling method statement for that Phase.

Reason: The proposed works will be in close proximity to underground water utility infrastructure. Piling has the potential to impact on local underground water utility infrastructure.

- 21 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 (in writing through the submission of an application for approval of details reserved by condition) 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 5.6

- 22 Within six months of commencement of works above ground level, a scheme shall be submitted

to and approved in writing by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition) that provides details of all landscaped areas of the development. Such approved landscaping works shall be completed prior to first occupation of the development hereby approved and thereafter maintained.

The submitted scheme shall include details of:

- a) the planting scheme for the site, which shall include species, size and density of plants and trees, sub-surface treatments (or planters / green roof substrate profiles where applicable), details of the extent and type of native planting, any new habitats created on site and the treatment of site boundaries
- b) walls, fencing and any other means of enclosure, including materials, designs and heights, and measures necessary to achieve wind comfort levels within the podium seating area, as recommended in submitted Wind Microclimate Assessment (prepared by RWDI – ref.1902866 Rev C – dated 25th June 2020)
- c) Biodiversity mitigation and enhancement measures
- d) External lighting (including details of lux levels and light spillage diagrams. ensuring that light overspill towards Wealdstone Brook in particular is minimised)
- e) treatment of areas of hardstanding and other areas of hard landscaping or furniture, including materials
- f) details of all play spaces, as outlined within the Landscaping Design and Access Statement
- g) a landscaping maintenance strategy, including details of management responsibilities.

Any trees and shrubs planted in accordance with the landscaping scheme and any plants 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.

- 23 Details of materials of the development (including doors and vents for bin stores, and screens to private balconies), for all external work within a Phase, including samples which shall be made available for viewing in an agreed location, shall be submitted to and approved in writing by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition) prior to any works commencing on that Phase, excluding demolition, site clearance and laying of foundations. 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.

- 24 Prior to occupation of any of the residential units within a Phase hereby approved, details of appropriate screening to the roof terraces of Blocks A, C and D, serving the residential units within that Phase shall be submitted to and approved in writing by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition), and thereafter implemented in accordance with the approved plans.

Reason: In the interests of the amenities of the adjoining occupiers.

- 25 Details, in the form of layout plans, showing which residential units within the development would be 'wheelchair user dwellings' (i.e. meeting Building Regulations requirement M4(3)) shall be submitted and approved in writing by the Local Planning Authority (in writing through the

submission of an application for approval of details reserved by condition) prior to any works commencing on the development, excluding demolition, site clearance and laying of foundations, and thereafter implemented in accordance with the approved plans. The plans shall ensure that at least 49 of the 493 (10%) residential units hereby approved shall be wheelchair user dwellings, with the remaining 444 units achieving 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 3.8

- 26 Prior to the first occupation of the development hereby approved, a car park management plan shall be submitted to and approved in writing by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition). The approved details shall thereafter be adhered to in full, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure an appropriate parking arrangement and system of parking management for the development.

- 27 Prior to the first occupation of any commercial element of the development hereby approved, a final Delivery and Servicing Management Plan shall be submitted to and approved in writing by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition). The Delivery and Servicing Plan shall include details of how adopted footways would be protected and how arrangements can be made for safe and efficient operations without detrimental impact on pedestrian movement, and confirmation that there would be specific areas for refuse storage on the day of collection identified, which otherwise could have an impact on amenity.

The development shall thereafter operate in accordance with the approved delivery and servicing management plan unless an alternative arrangement is first agreed in writing by the Local Planning Authority.

Reason: To minimise negative impacts associated with servicing demand of the commercial units.

- 28 Any plant shall be installed, together with any associated ducting, so as to prevent the transmission of noise and vibration into any neighbouring premises. The noise level from any plant shall be 10 dB(A) or greater below the measured background noise level at the nearest noise sensitive premises. The method of assessment should be carried out in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' An assessment of the expected noise levels and any mitigation measures necessary to achieve the required noise levels shall be submitted to and approved in writing by the Local Planning Authority prior to installation of such plant (in writing through the submission of an application for approval of details reserved by condition). All plant shall thereafter be installed and maintained in accordance with the approved details.

Reason: To safeguard the amenity of the neighbours.

- 29 The development hereby approved shall be constructed to provide sound insulation against internally generated noise. This sound insulation scheme shall be submitted to and approved in writing by the Local Planning Authority prior to the first occupation of the residential part of the development.

The proposal must comply with BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' to attain the following internal noise levels: For daytime (0700 - 2300) noise levels for living rooms and bedrooms the maximum noise levels are 35 dB LAeq (16hr). Outside of this time (2300 - 0700) the standard for bedrooms is 30 dB LAeq (8hr), 45 dB Lmax.

Reason: To ensure that the development hereby permitted is not detrimental to the amenity of the residents by reason of undue noise emission and/or unacceptable disturbance, in accordance with Brent's Noise Policy.

30 Prior to the commencement of the development, further details of archaeological work shall be submitted to and approved in writing by the Local Planning Authority (in writing through the submission of an application for approval of details reserved by condition), in accordance with the recommendations set out within the Archaeological Assessment prepared by Oxford Archaeology dated 1st July 2020 (ref. 7531 v.4). These measures include (but are not limited to):

- Rotary boreholes are to be drilled at the site following vacancy of the current Tenants on a 10m by 10m grid based system within the anticipated area of the Underground features. Should features be identified the grid may be reduced;
- Once the existing concrete slab is removed, inspection and watching brief of the Ground surface will be undertaken by an experienced geotechnical engineer and/or engineering geologist and an archaeologist to delineate the locations of the shafts if present. As a supplement to the drill hole investigation, a geophysical survey may be undertaken to identify the shaft location.

If evidence of shafts or other historical structures is found, further work will be required to identify and record these elements, in consultation with the Council's Heritage officer and GLAAS. The development shall thereafter operate in accordance with the recommendations and/ or mitigation measures set out within the document.

Reason: To ensure the development complies with relevant heritage and archaeological planning policies, including London Plan Policy 7.8, Policy HC1 of the Mayor's Intend to Publish Local Plan, policy DMP7 of the adopted Development Management Policies and policy BHC1 of the draft Local Plan and the NPPF.

Pre-commencement Reason: The impacts being controlled through this condition may arise during the construction phases and therefore need to be understood and agreed prior to works commencing.

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.
- 2 (PWAL) 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
- 3 (F16) 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 The Environmental Permitting (England and Wales) Regulations 2016 require a permit to be obtained for any activities which will take place:
 - on or within 8 metres of a main river (16 metres if tidal)

- on or within 8 metres of a flood defence structure or culvert (16 metres if tidal)
- on or within 16 metres of a sea defence
- involving quarrying or excavation within 16 metres of any main river, flood defence (including a remote defence) or culvert
- in a floodplain more than 8 metres from the river bank, culvert or flood defence structure (16 metres if it's a tidal main river) and you don't already have planning permission.

For further guidance please visit

<https://www.gov.uk/guidance/flood-risk-activities-environmental-permits> or contact our National Customer Contact Centre on 03702422 549. The applicant should not assume that a permit will

automatically be forthcoming once planning permission has been granted, and we advise them to consult with us at the earliest opportunity.

- 5 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.
- 6 The Council recommends that the maximum standards for fire safety are achieved within the development.
- 7 A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.ewfluent@thameswater.co.uk.

Application forms should be completed on line via

https://urldefense.proofpoint.com/v2/url?u=http-3A__www.thameswater.co.uk&d=DwIFaQ&c=s=NJ1M7LtxulFk4_2FpfFRZ9ippAbc0KqM1IRBH6yHdbE&e=. Please refer to the

Wholesale; Business customers; Groundwater discharges section.

Any person wishing to inspect the above papers should contact Neil Quinn, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 5349

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COMMITTEE REPORT

Planning Committee on
Item No
Case Number

9 December, 2020
05
20/1424

SITE INFORMATION

RECEIVED	14 May, 2020
WARD	Alperton
PLANNING AREA	
LOCATION	100 Beresford Avenue, Wembley, HA0 1QJ
PROPOSAL	Demolition of existing commercial building and erection of two buildings (6 storeys and part 7 storeys in height) comprising 100 residential dwellings (Use Class C3) and commercial floorspace (Use Class B1c) on ground floors with associated servicing, parking and refuse stores, amenity space, a commercial yard and soft landscaping
PLAN NO'S	Please see 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 <a href="https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke">https://pa.brent.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=DCAPR_<systemke</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.uk 2. Select Planning and conduct a search tying "20/1424" (i.e. Case Reference) into the search Box 3. Click on "View Documents" tab

RECOMMENDATIONS

That the Committee resolve to GRANT planning permission subject to conditions and the prior completion of a legal agreement to secure the following planning obligations:

Section 106 Heads of Terms

1. Payment of legal and professional costs.
2. Notification of commencement 28 days prior to material start.
3. Securing 49 affordable housing units (accounting to 49% by unit and 50% by habitable room) on the following tenure split:
 - 34 London Affordable Rent units (in accordance with the Mayor of London's Affordable Housing Programme 2016-2021 Funding Guidance (dated November 2016) and subject to an appropriate Affordable Rent nominations agreement with the Council, securing 100% nomination rights on first lets and 75% nomination rights on subsequent lets for the Council)
 - 15 Shared Ownership units (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,
4. Training and employment plan for Brent residents.
5. Sustainability and Energy - Carbon offset contribution to be paid in two stages, following pre-construction submission of revised Energy Statement and post-completion submission of Energy Statement Review. Pre-construction and post-completion submission to achieve BREEAM "Excellent" for the commercial floorspace.
6. Financial contribution to introduction of Controlled Parking Zone in surrounding area, to a sum of £50,000.
7. A 'car-free' agreement for the development, removing the right of any future occupiers to on-street parking permits within any CPZ introduced in the area in the future.
8. A Section 278 Agreement which includes all highway works along the site frontage, including the dedication of land as adopted highway and formation of a new site access, reinstatement of all redundant vehicle crossovers to footway, creation of inset loading and disabled parking bays to a minimum width of 3m, increase the adoption of the footway at the back of the inset bays so that there is a least 3.5m clear adopted footway/cycleway, provision of a speed table in Beresford Avenue at the western end of the site, provision of all associated street furniture and tree planting and all associated changes to lining, signing, lighting and drainage to be undertaken at the applicant's expense prior to occupation of the development.
9. Enhanced travel plan to be submitted and approved prior to occupation, implemented and monitored including (a) residential and workplace Travel Plans, (b) details of a Travel Plan Co-ordinator, (c) an acceptable suite of measures to promote non-car based travel including a budget associated with these measures; and (d) details of car club operators' requirements in determining the level of demand for car club usage and a commitment to providing these requirements with three years membership towards any nearby car clubs for future residents within the development
10. Financial contribution to off-site play provision for older children, to a sum of TBC towards improvements in Heather Park (sum to be reported in supplementary).
11. Establishment of a public right of way to and along the canal side of the development.
12. Any other planning obligation(s) considered necessary by the Head of Planning.

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:

Conditions

1. Three year rule
2. Approved plans
3. Unit Mix
4. Withdraw permitted development rights for C3 conversion to C4
5. Use/Quantum commercial floor space
6. Mains water consumption for residential units not to exceed 105lppd
7. Ecology
8. Accessible Homes
9. Non-Road Machinery
10. Tree Protection

11. TV
12. Canal and River Trust – Risk assessment and method statement
13. Canal and River Trust – Construction Logistics Plan
14. Contaminated Land
15. Construction Method Statement
16. Construction Environmental Management Plan
17. Sound insulation measures
18. District Heating
19. Material Details
20. Electro-magnetic field
21. Sub station low frequency noise
22. Refuse/Bike provision
23. Landscape Details
24. Canal and River Trust – Waterway wall
25. Canal and River Trust - Floating Ecosystems
26. Estate management
27. Air Quality
28. DSP
29. Access gate to canal side walk

Informatives


1. CIL liability
2. Asbestos removal
3. Soil quality
4. Canal and River Trust
5. Notify Highways pre-commencement
6. Non Road Mobile Machinery
7. London Living Wage
8. Fire safety

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 the planning application 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, for the preservation or planting of trees as required by Section 197 of the Town and Country Planning Act 1990.

SITE MAP

	Planning Committee Map
	Site address: 100 Beresford Avenue, Wembley, HA0 1QJ © Crown copyright and database rights 2011 Ordnance Survey 100025260



This map is indicative only.

PROPOSAL IN DETAIL

The application proposes the demolition of all buildings on site and construction of a mixed use development including commercial use units at ground floor level (accounting for 1118sqm of E(g)(ii) floorspace and 100 residential units on all floor levels. These are arranged within two buildings which would both be a maximum of 7 storeys in height, with lower elements of 6, 5, 4, and 1 stories respectively.

The lower elements of each building would provide rooftop amenity spaces for residents, and the remaining areas at ground level would provide a commercial courtyard and further amenity space for residents in the form of a pocket park intersecting the two blocks, pedestrian access through the site and along the canal side, and associated landscaping to the public realm. There would also be refuse and cycle storage within the site.

EXISTING

The application site covers an area of 3400m² and currently contains a warehouse comprising varying levels up to three storeys. The site fronts the Grand Union Canal situated to the south and is sited approx 0.5 miles from Alpertown Town Centre. It is situated between Stonebridge Park station to the east and Alpertown station to the west.

To the west is a substation and the recently approved scheme Afrex House for a residential development, and to the east is the mixed-use Northfields scheme, including phase 1 which is sited adjacent to the application site (see history section of report). To the north is Beresford Avenue which is mainly residential comprising two storey semi-detached houses.

It is located within the Alpertown Growth Area, which is designated within the Core Strategy as one of the areas within the borough where the majority of the planned growth is expected to occur. The site is listed in area A.7 Mount Pleasant/Beresford Avenue of Brent Site Specific Allocations 2011. The site is also listed in the New Local Plan Site Allocation: BSWSA6: Beresford Avenue. It is Waterside Development which is a buffered area around the Grand Union Canal. The entire borough is within an Air Quality Management Area (AQMA). It is not situated within Conservation Area nor is the subject building listed.

AMENDMENTS SINCE SUBMISSION

Amended plans were received on 26/11/20, incorporating the following amendments:

- A reconfigured layout of the ground floor plan to improve the standard of accommodation for residential unit A.01 and improvements to the public realm by introducing a pocket park between the two proposed buildings.
- A reconfigured layout of the first floor plan to provide a mixture of communal and private external amenity space. This resulted in amendments to the accommodation schedule to provide 50% affordable housing per habitable room instead of per unit. These would comprise 34 units at London Affordable Rent levels and 15 units for shared ownership representing a tenure split of 70:30.

These amendments did not materially alter the scheme and did not require further public consultation.

SUMMARY OF KEY ISSUES

The key planning issues for Members to consider are set out below. Members will need to balance all of the planning issues and the objectives of relevant planning policies when making a decision on the application.

Principle of development: The site is allocated for mixed use redevelopment including ground floor commercial uses with residential development above. The loss of the existing uses on site is considered alongside the promotion of the site as a residential development within the Draft Local Plan Site Allocation. The proposal would provide 1118sqm of new high quality light industrial floorspace (use class E(g)(ii)) which, while below the site's benchmark industrial capacity as defined by the draft London Plan, would, together with the new public realm and residential units, respond well to the vision of creating a new canalside community in this area. The proposed mix

of uses is considered to be acceptable in principle.

Affordable housing and housing mix: The proposal includes 49 affordable housing units out of a total of 100 units, representing 50% affordable housing by habitable room. These would comprise 34 units at London Affordable Rent levels and 15 units for shared ownership, representing a tenure split of 70:30 and a housing mix including 24% of the total homes within the scheme being three bedroom units. The affordable housing offer fully complies with adopted and emerging policy, and the marginal shortfall in 25% target of family sized homes is considered when balanced against wider planning benefits including the high proportion of affordable homes and replacement industrial floorspace.

Design, scale and appearance: The two buildings would contribute to the emerging cluster of tall buildings at this location in the Alperton Growth Area, with the staggered heights breaking up the mass and bulk of the buildings and creating an effective transitional relationship with lower density traditional housing to the north. The layout and landscaping proposals would provide an effective relationship between the buildings, open space and canal, and the design overall is considered to be of high quality.

Residential living standards: The 100 residential units would generally meet or exceed internal space standards. Whilst the scheme does not fully comply with DMP19 or emerging policy BH11, most units would have balconies and additional amenity space would be provided in the form of roof terraces, a ground level pocket park and canalside public realm. A financial contribution towards play provision for older children will be directed towards improvements in Heather Park.

Impact on neighbouring properties: A Daylight Sunlight Assessment has been submitted and demonstrates a reasonable to good level of adherence to Building Research Establishment guidelines in terms of the impact on daylight and sunlight received by neighbouring residential properties. Whilst it is noted that there would be an impact on residential amenity, the provision of additional housing, including affordable housing, is considered to outweigh the loss of daylight on balance. There are also improvements to the appearance of the building (over that of the existing building) which mitigates the impact to some extent. Overall, with conditions the proposal is considered acceptable.

Trees, biodiversity, landscaping and relationship with Canal: There are no protected trees on site and new tree planting will compensate for the loss of existing trees. The existing biodiversity value of the Grand Union Canal would be protected through conditions and landscaping proposals would enhance the biodiversity value of the site. The proposal would maintain an adequate level of set back from the Canal and would allow public access to the canalside.

Environmental issues: The proposal would achieve a 26% reduction on 2013 Building Regulations for residential floorspace and 35% reduction for non-domestic floorspace through on-site measures. Further improvements will be sought through the s106 agreement, together with a financial contribution to the Council's carbon offsetting fund. The scheme demonstrates compliance with BREEAM Excellent standards. The proposal is considered to be acceptable in terms of air quality, noise, odour, land contamination, flood risk and drainage, subject to conditions.

Transportation and highways considerations: The alterations to the public highway would be acceptable, considering the needs of pedestrians, cyclists and motorists. Highway improvements will be secured through the s106 agreement, together with a financial contribution to introducing Controlled Parking Zones in the area and withdrawing future residents' eligibility for on-street parking permits. Three on-street disabled parking spaces would be provided for the residential units. Cycle parking and bin storage comply with the relevant standards, and pedestrian access through the site will be open to the public with provision made for a pedestrian connection along the canalside to the adjoining sites.

RELEVANT SITE HISTORY

There is no relevant planning history relating to the application site.

Permissions relating to nearby sites

West of the application site - Afrex House

18/0752 - Demolition of existing buildings at Afrex House, and redevelopment to provide a residential development of 3-5 storeys for 31 residential units (9 x 1bed, 18 x 2 bed, 4 x 3 bed), creation of public realm and alterations, landscaped amenity space, car and cycle parking and all associated works, subject to Deed of Agreement dated 7th March 2019 under Section 106 of the Town and Country Planning Act 1990.

Granted 08/03/19

East of the site - former Northfield Industrial Site and Northfields Scheme

18/0321 - Hybrid planning application for the redevelopment of Northfield industrial estate:

Outline planning permission for the demolition of existing buildings and structures on the site, all site preparation works and redevelopment to provide new buildings ranging from 35.75m AOD to 111.95m AOD in height, with a total floorspace (GEA) of up to 309,400 sq m (excluding basement up to 42,000 sq m GEA) to accommodate 2,900 homes (Use Class C3), business and storage and distribution (Use Classes B1a, B1c and B8), commercial (Use Classes A1, A2, A3, A4 and A5), community and leisure (Use Classes D1 and D2) including community centre and nursery, new basement level including energy centre, associated storage, cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works, various temporary meanwhile uses, interim works and infrastructure.

Full planning permission for demolition of existing buildings and structures on the site, all site preparation works and the development of Phase 1 (Buildings A, B, C and D ranging from 1 to 14 storeys in height) to comprise 400 homes (Use Class C3); 910 sq m (GEA) of business floorspace Use Class B1a); 1,290 sq m (GEA) of commercial floorspace (Use Classes A1, A2, A3, A4 and A5); and 1,610 sq m (GEA) of community and leisure floorspace (Use Classes D1 and D2), including a community centre and nursery; together with new basement level including energy centre, associated storage, cycle and vehicle parking, new vehicular accesses, associated highway works to Beresford Avenue, landscaping and creation of new public and private open space, ancillary facilitating works, various temporary meanwhile uses, interim works and infrastructure.. **Granted 28/09/2018.**

CONSULTATIONS

Public Consultation

100 neighbouring properties were consulted by letter on 21 May 2020. In addition, four site notices were erected on 03 June 2020 and a press advert was published on 28 May 2020.

No comments were received from members of the public.

Internal Consultations

Local Lead Flood Authority

No objections raised. Satisfied that the proposal will improve the overall flood risk to the site and will improve the overall risk locally. The drainage and SuDS implementation is acceptable.

Environmental Health

No objections and requested details via appropriate conditions on noise, construction method statement, air quality, and contaminated land.

Sustainability officer

Concerns relating to carbon on-site reduction, proposed gas based system, and heat network connection. These are discussed in the 'Remarks' section.

Ecology/Biodiversity

The Council's Parks Services Department raised no objections to the proposal on biodiversity or ecology grounds, subject to amendments regarding the proposed planting species. These are discussed in the 'Remarks' section.

External Consultations

Canal & River Trust

No objections raised subject to appropriate conditions on the waterway wall, floating ecosystems, landscaping, risk assessment and method statement, Construction Environmental Management Plan, surface water drainage, and waterborne freight. These are discussed in the 'Remarks' section.

Thames Water

No objections.

Environment Agency

No objection. Advised there would be no environmental constraints within their remit.

Historic England (Archaeology)

No objection. Advised the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. The site does not lie within an archaeological priority area and the proposal is not of a scale to cause an archaeological impact at this location.

Natural England

Advised that they do not wish to make comments on the application on the basis that the proposal is unlikely to affect any statutorily protected sites. Also, noted is it that it is for the local planning authority to determine whether the proposal is consistent with national and local policies on the natural environment.

Met Police Designing Out Crime

Concern regarding some aspects of the ground floor layout, including:

- Natural surveillance of the access along the side of the building to the canal-side amenity space;
- Bicycle storage areas should be accessed internally;
- Ground floor flats adjacent to a public space
- That there may be potentially issues with the courtyard space depending on the nature of businesses that occupy the adjoining commercial areas, and the associated potential for conflict with residential use.

Natural surveillance has been incorporated through the inclusion of windows which would overlook the access, both from the subject site and the adjoining Grand Union plot.

Bicycle storage accesses have been amended so they are accessed internally from the building.

The accesses for the commercial units have been altered so that they have doors onto the canal side path, but not the courtyard space (i.e. the Pocket Park).

Community Involvement by applicant

The NPPF paragraph 40 encourages applicants to engage with the local community before submitting their applications, and Brent's Statement of Community Involvement (SCI) sets out the level of pre-application engagement recommended according to the size of the scheme.

A Statement of Community Involvement was submitted, detailing the activities carried out by the applicant. These included stakeholder one-to-one meetings with elected representatives and a project website with a telephone number and email address provided for residents' enquiries. The SCI states that Woolbro Homes initially planned a drop-in public exhibition that was booked for 2 April but it had to be cancelled due to the Covid-19 lockdown. The Community Communications Partnership developed a methodology of hosting a "Virtual Exhibition" based on the traditional exhibition with information boards but combining it with a short film explaining all aspects of the application in the manner in which would ordinarily guide a visitor at an exhibition. The CCP provided a telephone number, e-mail address, informative website and comprehensive feedback form to conduct the consultation.

Information about the virtual exhibition and website was distributed online through community social media platforms and by a newsletter distribution to 1,000 local homes.

By the close of the consultation period on 25 April 2020 (a period of two weeks) the Virtual Exhibition film had been viewed 613 times and the website had been visited 759 times.

As well as community engagement, the applicant held formal pre application consultation with Brent Council.

This is considered to meet the requirements of Brent's SCI for a development on this scale.

POLICY CONSIDERATIONS

For the purposes of Section 36(6) of the Planning and Compulsory Purchase Act 2004, the Development Plan in force for the area is the Brent Core Strategy 2010, Brent Development Management Policies DPD 2016 and the London Plan 2016 (Consolidated with Alterations since 2011).

Key policies include:

The London Plan consolidated with alterations since 2011 (March 2016)

- 1.1: Delivering the strategic vision and objectives for London
- 2.6: Outer London: vision and strategy
- 2.8: Outer London: transport
- 2.18: Green infrastructure: the multi-functional network of green and open spaces
- 3.3: Increasing housing supply
- 3.4: Optimising housing potential
- 3.5: Quality and design of housing developments
- 3.6: Children and young people's play and informal recreation facilities
- 3.7: Large residential developments
- 3.8: Housing choice
- 3.9: Mixed and balanced communities
- 3.10: Definition of affordable housing
- 3.11: Affordable housing targets
- 3.12: Negotiating affordable housing on individual private residential and mixed use schemes
- 3.13: Affordable housing thresholds
- 5.1: Climate change mitigation
- 5.2: Minimising carbon dioxide emissions
- 5.3: Sustainable design and construction
- 5.5: Decentralised energy networks
- 5.6: Decentralised energy in development proposals
- 5.7: Renewable energy
- 5.9: Overheating and cooling
- 5.10: Urban greening
- 5.11: Green roofs and development site environs
- 5.12: Flood risk management
- 5.13: Sustainable drainage
- 5.14: Water quality and wastewater infrastructure

5.15: Water use and supplies
5.17: Waste capacity
5.21: Contaminated land
6.1: Strategic approach
6.3: Assessing effects of development on transport capacity
6.7: Better streets and surface transport
6.9: Cycling
6.10: Walking
6.13: Parking
7.1: Lifetime neighbourhoods
7.2: An inclusive environment
7.3: Designing out crime
7.4: Local character
7.5: Public realm
7.6: Architecture
7.7: Location and design of tall and large buildings
7.13: Safety, security and resilience to emergency
7.14: Improving air quality
7.15: Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
7.19: Biodiversity and access to nature
7.21: Trees and woodlands
7.30: London's canals and other rivers and waterspaces
8.2: Planning obligations
8.3: Community infrastructure levy

Brent Core Strategy (2010)

CP1: Spatial Development Strategy
CP2: Population and Housing Growth
CP5: Placemaking
CP6: Design & Density in Place Shaping
CP8: Alperton Growth Area
CP15: Infrastructure to Support Development
CP17: Protecting and Enhancing the Suburban Character of Brent
CP18: Protection and Enhancement of Open Space, Sports and Biodiversity
CP19: Brent Strategic Climate Change Mitigation and Adaptation Measures

Development Management Policies (2016)

DMP1: Development Management General Policy

DMP8: Open Space

DMP9: Waterside Development

DMP9A: Managing Flood Risk

DMP9B: On Site Water Management and Surface Water Attenuation

DMP11: Forming an Access on to a Road

DMP12: Parking

DMP13: Movement of Goods and Materials

DMP14: Employment Sites

DMP15: Affordable Housing

DMP18: Dwelling Size and Residential Outbuildings

DMP19: Residential Amenity Space

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. As such considerable weight should be given to these policies.

Draft London Plan (2019) Intend to Publish Version

GG1: Building Strong and inclusive communities

GG2: Making the best use of land

GG3: Creating a healthy city

GG4: Delivering the homes Londoners need

GG5: Growing a Good Economy

GG6: Increasing Efficiency and Resilience

D1: London's Form and Characteristics

D2: Delivering Good Design

D3: Inclusive Design

D4: Delivering good design

D5: Inclusive design

D6: Housing quality and standards

D7: Accessible housing

D8: Public realm

D9: Tall buildings

D11: Safety, security and resilience to emergency
D12: Fire safety
D13: Noise
H1: Increasing housing supply
H4: Delivering affordable housing
H5: Threshold approach to applications
H6: Affordable housing tenure
H7: Monitoring of affordable housing
H10: Housing size mix
E2: Providing suitable business space
E3: Affordable workspace
E4: Land for industry, logistics and services to support London's economic function
E7: Industrial intensification, co-location and substitution
G1: Green Infrastructure
G5: Urban greening
G6: Biodiversity and access to nature
G7: Trees and Woodlands
S1: Developing London's social infrastructure
S4: Play and informal recreation
SI1: Improving Air Quality
SI2: Minimising greenhouse gas emissions
SI4: Managing heat risk
SI5: Water Infrastructure
SI7: Reducing Waste and Supporting the Circular Economy
SI12: Flood Risk Management
SI13: Sustainable Drainage
T1: Strategic approach to transport
T2: Healthy streets
T3: Transport capacity, connectivity and safeguarding
T4: Assessing and Mitigating Transport Impacts
T5: Cycling
T6: Car Parking
T6.1: Residential parking
T6.5: Non-residential disabled persons parking
T7: Deliveries, servicing and construction

T9: Funding transport infrastructure through planning

The council is currently reviewing its local plan. Formal consultation on the draft Brent Local Plan was carried out under Regulation 19 of the Town and Country Planning Act (Local Planning) (England) Regulations 2012 between 24 October and 5 December 2019. At its meeting on 19 February 2020 Full Council approved the draft Plan for submission to the Secretary of State for examination. Therefore having regard to the tests set out in the paragraph 48 of the NPPF it is considered by Officer's that greater weight can now be applied to policies contained within the draft Brent Local Plan.

Brent Draft Local Plan (Regulation 19 version)

DMP1: Development management general policy

BD1: Leading the Way in Good Urban Design

BD2: Tall buildings in Brent

BH1: Increasing housing supply in Brent

BH5: Affordable housing

BH6: Housing size mix

BH13: Residential amenity space

BGI1: Blue and Green Infrastructure

BG12: Trees and Woodlands

BP7: South West

BSUI1: Creating a resilient and efficient Brent

BSUI2: Air Quality

BSU13: Managing Flood Risk

BSUI4: On Site Water Management and Surface Water Attenuation

BSWGA1: Alperton Growth Area

BSWSA6 Site Allocation: Beresford Avenue

BT1: Sustainable Travel Choice

BT2: Parking and Car Free Development

BT3: Freight and servicing, provision and protection of freight facilities

BT4: Forming an access on to a road

Other material planning considerations include:

National Planning Policy Framework (2019)

Brent SPD1: Design Guide for New Development (2018)

Mayor of London's Affordable Housing and Viability SPG (2017)

Mayor of London's Housing SPG (2016)

Mayor of London's Sustainable Design and Construction SPG (2014)

Mayor of London's Character and Context SPG (2014)

DETAILED CONSIDERATIONS

Principle of Development

Background

1. The existing use of the site is industrial warehousing. It is a detached part two and part three storey building. The existing warehouse building currently occupying the site is not listed nor is the application site located within a Conservation Area. As such there are no objections to the demolition of the building as it does not add distinctive contribution to the character of the street scene.
2. The site is within the Alperton Growth Area, and policy CP8 of the Core Strategy seeks a mixed use regeneration along the Grand Union Canal. The council will facilitate a shift in character towards a compact and sustainable waterside community. Alperton will become an enterprise hub, with a new supply of modern light industrial units, studios and managed workspaces for creative industries, local business and artists to reinvigorate the local economy.

Site Allocation

3. The application site is part of a wider site allocated within the Site Specific Allocations (SSA), which was adopted in 2011. It is listed as Mount Pleasant / Beresford Avenue. The Site Specific Allocation seeks residential, work/live, managed affordable workspace and amenity / open space. This reflects this industrial area suffering from poor access with ageing buildings, and some dereliction. The site is also included with the site allocation BSWSA6: Beresford Avenue within the Draft Brent Local Plan which states that this site is suitable for mixed use residential-led development incorporating industrial floorspace. Increasing the supply of workspace is also supported in this location as set out in Brent's emerging Local Plan Policy BP7 South West. Part of the site allocation has already come forward at Afrex House where planning permission has been granted for the redevelopment of the site to provide 31 new homes with a financial contribution towards affordable workspace (LPA Ref: 18/0752).
4. The scheme proposes the following mix of uses:

Proposed use	Quantity	Location
Residential use	100 new homes	All floor levels in Building A. All upper floor levels in building B.
Industrial floorspace (use class B1c)	1118sqm	Across Buildings A and B on ground floor level.

5. The principle of a mixed-use development within the subject site comprising residential and industrial floor space is therefore considered acceptable. Detailed consideration of the proposed uses together with the loss of existing uses that will not be re-provided are set out below.

Loss of existing employment floorspace

6. It is noted that the proposal would result in the significant loss of the existing 2163sqm of commercial floorspace, proposing a smaller floorspace of 3 commercial units at ground level measuring a total of 1118sqm. The commercial units will be for light industrial purposes falling within use class E(g)(iii) (formerly use class B1c).
7. Policy DMP14 of the Development Management Policies concerns employment sites. It advises that Local Employment Sites will be released to non-employment uses where a continued wholly employment use is unviable or there are significant benefits consistent with the wider objectives of the Development Plan.

8. Policy E4 of the Draft London Plan requires all boroughs to effectively manage industrial land to ensure provision in various parts of London. Policy E7 of the draft London Plan supports the mixed use redevelopment of non-designated employment sites where it has been allocated for residential and mixed use development.
9. In this case the site is subject to a site allocation that supports mixed use development as set out in the adopted 2011 SSA. However, increasing weight needs to be given to the draft London Plan and Brent's Status as a "provide capacity" borough. In response to the "provide capacity" status, the site allocation for this site within Brent's emerging Local Plan seeks no net loss and re-provision of employment floorspace along the ground floors of the new buildings will be required. To meet this policy requirement any proposal would need to re-provide 2163sqm of industrial floorspace. It is also recognised that Brent's housing targets are set to significantly rise as part of the draft London Plan and the designation of Alperton as a Housing Zone adds more weight to the push for housing on this and nearby sites. In light of this, it is recognised that the re-provision of industrial floorspace has to be balanced out against other policy priorities. In this case, the proposal delivers a number of significant planning benefits to realise the vision of the site allocation, including a good quantum of replacement industrial floorspace at ground floor level (in accordance with the aspirations of the emerging Local Plan), affordable and family housing, public access to the canal and canalside public realm.

Residential

10. The scheme proposes 100 new homes (the mix of units is discussed in further detail below). London Plan Policy 3.3, in seeking to increase the supply of housing in London, sets borough housing targets, and in Table 3.1 puts the minimum annual monitoring target for the London Borough of Brent at 1,525 additional homes per year between 2015 and 2025. The draft London Plan Policy H1 sets a higher target of 2,914 per year for the period 2019 to 2028. Brent's Core Strategy 2010 is consistent with this approach, identifying in Policy CP2 a number of Growth Areas that can support new development on a large scale, and Alperton is expected to make a significant contribution to this. The draft Local Plan has outlined that the site has an indicative capability to contribute to Brent's housing numbers within the designated Alperton Growth Area, continuing development which has come forward on neighbouring sites and the immediate area.
11. The provision of 100 new homes will contribute towards the above targets and meet the objectives of the site allocation and wider objectives of the Alperton Growth Area. The indicative capacity of the site allocation as a whole is 147 homes and the provision of 131 homes across this site and Afrex House, are in accordance with the site allocation.

Summary

12. On balance, it is considered that the proposal has optimised the industrial capacity of the site whilst also providing an appropriate response to the vision set out in the Site Allocations and providing a substantial quantum of new homes including a policy complaint level of affordable housing (see further discussion below). In addition, the scheme would deliver added benefits with public access and enhanced public realm along the canal. Therefore, whilst there is a loss of industrial floorspace on the site, the benefits of the scheme as set out above are considered to outweigh this harm, and the principle of the proposal is considered to be acceptable on this basis.

Affordable Housing and Housing Mix

Affordable housing

Policy background

13. 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).

14. 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.
15. The emerging London Plan (Intend to Publish Version) affordable housing policy (Policies H4, H5 and H6) sets out the Mayor's commitment to delivering 'genuinely affordable' housing and that the following split of affordable housing provision is 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.
16. 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 (emerging Policy H5), with schemes not viability tested at application stage if they deliver at least 35% (or 50% on industrial land) and propose a policy-compliant tenure split. 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 the Draft London Plan Policy H6, 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.
17. Brent's draft Local Plan has yet to be examined by the Planning Inspectorate and as such the adopted Policy DMP15 would carry considerably more weight than the emerging policy at present.
18. The draft London Plan is at a more advanced stage than Brent's emerging Local Plan and has been subject to comments from the Planning Inspectorate. Whilst concerns have been raised about some London Plan draft policies by the Inspectorate, none of those concerns relate to these policies and it can therefore be considered that this draft policy carries reasonable weight at this stage. The policy requirements can be summarised as follows:

Policy context	Status	% Affordable Housing required	Tenure split		
Existing adopted policy	Adopted	Maximum reasonable proportion	70% Affordable Rent (to 80 % Market)	30% Intermediate	
Emerging London Plan	Greater weight	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	

Assessment of proposal

19. The proposal comprises 49 affordable housing units in the following mix of tenures:

London Affordable Rent 34 units
Shared ownership 15 units
20. The application proposes 49% affordable housing when measured per unit. The proposal would comprise 139 affordable habitable rooms out of a total of 278 habitable rooms. This therefore equates to 50% affordable housing provision when measured per habitable room. In terms of tenure mix, 34 of the affordable units would be for London Affordable Rent and the remaining 15 units should be for shared ownership. The tenure split would be 70 : 30 in favour of London Affordable rent units, which complies with Brent's preferred tenure split of 70 : 30 in favour of affordable rent products.
21. The affordable housing offer is considered to be in full accordance with both adopted and emerging

policy as set out above. The affordable housing would be secured within the Section 106 Agreement on this basis.

22. Officers consider that the proposed affordable housing provision is acceptable and provides a favourable tenure split of what the borough of Brent requires. The applicant has agreed to the provision of affordable housing being secured through the s106 agreement.

Housing mix

23. Core Strategy Policy CP2 sets a borough wide target for the provision of at least 25% of new dwellings to be family sized (3bed or more) and Policy CP21 also seeks to ensure that an appropriate range and mix of accommodation, including 25% family sized dwellings on major developments, is provided.
24. Policy BH6 of the emerging Local Plan states that The council will seek to deliver a target of 25% of new homes as family sized (3 bedrooms or more) dwellings. For every four dwellings included within developments at least one must be 3 bedrooms or more.
25. The application proposes 100 housing units, and the mix of unit sizes is summarised in the table below .

	NUMBERS				PERCENTAGE			
	1 bed	2 bed	3 bed	Total	1 bed	2 bed	3 bed	Total
Affordable rent	16	8	10	34	47%	24%	29%	100%
Shared Ownership	7	4	4	15	46%	27%	27%	100%
Private	25	16	10	51	49%	31%	20%	100%
TOTAL	48	28	24	100	48%	28%	24%	100%

26. Overall, the scheme proposes 24% family sized units, but this is weighted towards the affordable housing provision, with 58% of the proposed 3-bed units being within the affordable products. It is noted that the proposed housing mix falls marginally below the 25% family-sized housing required by Policies CP2 and CP21. However, it does provide the majority of the proposed family sized units within the affordable housing provision which is welcomed.

Design, Character and Impact on the Street Scene

Policy background

27. The NPPF emphasises that good design involves responding to local character and history and reflecting the identity of local surroundings and materials, while not discouraging appropriate innovation, and Policy DMP1 requires the scale, type and design of development to complement the locality.

Layout

28. The proposal consists of two buildings with an approximately north-south orientation to follow the shape of the site. The north facing elevations of Blocks A and B would address Beresford Avenue, and the south facing elevations would address the Grand Union Canal. The blocks would be separated by a new pedestrianised area of public realm.
29. At ground floor level, commercial units are provided fronting both the north, east, and south boundary of the site, as well as fronting the internal elevations directly facing each other between the blocks. Two residential units are proposed towards the west of the site at ground floor level and all other residential units are proposed on the upper floors, along with both private and communal amenity space.
30. Your officers consider that the proposed layout would provide an effective relationship between the buildings, open space and canal. The majority of all ground floor units across both blocks contain elements of active frontages which is a favourable approach and would retain some natural surveillance

across the site.

31. The scheme offers a combination of well-proportioned commercial spaces in regular shapes and central yard space representing a good quality B1c (now Class E(g)(ii) offer, helping to support local businesses, creative industries, and artists in accordance with emerging Local Plan Policy BSWGA1.
32. The central yard space is considered to be a strong urban typology that links both blocks together and relates to the former industrial character of the site and surrounding area which is welcomed.
33. The Design and Access statement outlines that the location of affordable housing provision would be in Block A. The lack of distinction between the residential blocks suggests that the scheme will appear tenure neutral and socially inclusive.
34. The proposal would provide an adequate degree of set back from the canal, with the staggered building lines creating greater distances to the canal across the site and ensuring that the development does not appear overly bulky in longer distance views from the opposite canal bank. The layout would allow for public pedestrian access to the canalside and proposed public realm, which in turn would enhance the setting of the buildings and provide natural desire lines to the commercial frontages and public realm areas including the pedestrian access to the canal path. The main entrance cores would be centrally located within each block to provide a strong sense of arrival which is welcomed.
35. Overall it is considered that the proposed layout would provide a well-balanced mixed-use scheme that supports living and working with a range of housing and tenure types to suit people at varying stages of life.

Height and Massing

36. The context to the north of Beresford Avenue is mainly of two storey residential properties, whilst to the south the area has historically been commercial properties between 1 and 3 storeys. As noted above, this is now changing with the planning policy leading to residential led developments.
37. The site allocation BSWSA6: Beresford Avenue within the Draft Brent Local Plan promotes denser development than the surrounding suburban character and recognises the suitability of the site to accommodate tall buildings of a mid-rise height (up to 6 storeys). The proposed building heights would be staggered across both blocks to provide a set back of the tallest stories from both the road frontage and canalside. The building heights for both blocks be a maximum of 7 storeys, with lower elements of 6, 5, 4, and 1 stories respectively.
38. SPD1 advises that building heights should positively respond to existing character and the massing of new development should limit its visual impact by effectively breaking up facades, creating a varied roofscape and relating positively to existing surroundings. The recently permitted Afrex House scheme (ref: 18/0752) is sited to the west of the site and comprises heights of 3-5 storeys. The Northfields scheme (ref: 18/0321) comprises heights of between 5-14 storeys within Phase 1 of the development which is sited adjacent to the east of the application site. It is considered that in the context of the emerging skyline of taller buildings around the application site, particularly within the Northfields site to the east, the location of the site makes it suitable for tall buildings and they will appear in keeping with this existing and emerging cluster of similarly tall buildings.
39. It is noted that the proposed maximum 7 storey height of the development exceeds the maximum permitted height as stipulated by the emerging Local Plan. However it is considered that the proposed height can be justified in this instance given the context provided by the adjacent new development. As the site is located within the Alperton Growth Area, it is considered acceptable as a means of supporting high density residential development in this site context, and in accordance with draft policy BD1.
40. It is considered that proposing two separate blocks and incorporating a variety in height and scale successfully attempts to break up the massing and visual bulk of the building, whilst the repeating rhythm of balconies and recessed elements provides further articulation to emphasise the verticality of the buildings and break up the bulk and mass of each block in a suitable manner. The front of the buildings facing Beresford Avenue are predominantly four storeys high, with a set back at six storeys. The seven storeys is read from the canal side, reflecting the changes in ground levels across the site.
41. This approach would respect the transition between the site, adjacent developments at the Afrex House and Northfields sites, and the smaller mass of the traditional two storey dwellings to the north of the site.

42. Overall the height and massing of the buildings are accepted given the high quality of the design and the emerging context of the area.

Architectural detailing and materials

43. The intention of the proposal is to incorporate a brick material on the elevations. A lighter pale pink/red tone of brick would be used for Block A and a darker grey/black brick would be used for Block B, with the variation in colour helping to establish a unique character for each block whilst also retaining a consistent architectural language across the site as a whole. The use of high quality brick would complement the surrounding industrial buildings and would respond well to the context. The proposal would also incorporate tall glazed screens around the commercial floor areas to maximize daylight to the units, views in and out, and create an active frontage. It is considered that the use of contrasting materials to differentiate between the residential uses at upper floors and the non-residential uses on the ground floor helps to establish a clear distinction between the base of the building and the upper floors.
44. The proposed windows would comprise grey uPVC frames, and the balcony balustrades would be predominantly formed of vertical railing, fixed to the balcony slab.
45. Overall it is considered that the proposed materials are acceptable in principle and would integrate successfully with the existing built form within the vicinity of the application site. Details of external materials are recommended to be conditioned.

Secure by Design

46. The Design and Access Statement confirms that all easily accessible doors will have secure doorsets and all ground floor windows will be secure. Pedestrian routes in and out of the building have been design to ensure that they are visually open, direct and clearly defined. This will encourage use and enhance the feeling of safety.
47. Active frontages have been maximised to increase natural surveillance. The landscaping proposed has been designed in order to direct people around the site, highlight entrances and provide privacy where required through defensible planting.
48. The introduction of defensive planting would demarcate the boundary between public and private spaces. External lighting would be provided throughout the site in order to maximise safety and discourage anti-social behaviour. It is recommended that a condition is secured for the management arrangements of the public spaces.

Conclusion

49. Overall your officers consider the proposal to be of a high quality design that responds well to the existing context and would make an effective contribution to the emerging cluster of tall buildings in this area.
50. The proposed blocks are clearly defined as mixed-use wharf typology buildings with commercial uses at ground floor and residential uses above, creating a strong architectural character for the buildings in accordance with emerging Local Plan Policy BD1.
51. A clear distinction is made between both blocks, but they are also united by a common palette of materials which is welcomed.
52. The overall design approach and the layout of the site would successfully combine a variety of uses and spaces to create a vibrant new neighbourhood.

Residential living standards

Internal layout

53. All new homes are required to meet minimum internal floorspace standards and be laid out to comply with in draft policy D6 of London Plan Intend to Publish Version 2019.
54. The Design and Access Statement and drawings submitted with the application demonstrate the residential unit types and layouts that would be provided as part of the development. All of the units

would meet the minimum floorspace requirements, except unit B4.7 which would only marginally fall under the minimum requirement by 1sqm. Both of the bedrooms within the flat exceed the minimum size for double rooms and the flat has access to a 10sqm balcony. All units would be logically laid out to achieve good levels of outlook and access to light. Approximately 61% of the units would be dual aspect, which is considered a sufficient proportion for a development of this size. Whilst there are a number of single facing north and south aspect flats these are all smaller one and two bedrooms units.

55. The relationship between the proposed workspace units and the residential units immediately above would need to be carefully considered during the detailed design stage in order to ensure satisfactory internal noise levels for residents. Further details to demonstrate this would be required by condition.
56. The layout includes secure main entrances to the residential units in each block in locations which are well overlooked so as to maintain a sense of security, and in turn would overlook public areas in a more positive way than the existing buildings.
57. Draft policy D6 requires no more than eight units per floor should be accessed from a single core, to prevent an impersonal and unneighbourly character from developing. The layout of Blocks would result in a max of 9 units per floor accessing one core proposed for Block A, and 10 units per floor for block B. However, whilst this is not strictly in accordance with the guidance it is not considered so excessive as to be of concern. The units are centred around the core so do not result in long, unlit corridors.

Accessible homes

58. Draft policy D7 of London Plan Intend to Publish Version 2019 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.
59. Ten of the new homes would be designed to M4(3) standards with the remainder at M4(2) standards, in accordance with the above policy. A condition would be imposed to require that 90% of the units would accord with Building Regulations requirement M4(2) for 'Accessible and adaptable dwellings', and 10% would meet M4(3), to be wheelchair accessible, or easily adaptable.

Relationship between proposed units

60. The upper floor levels of blocks A and B would be separated by distances of approx 10m (towards Beresford Avenue frontages), with the distances increasing further within the site to 17.8m between directly facing windows (reduced to 13.95m between the edges of directly facing balconies) and increased at the rear to 19.5m at the rear of the site.
61. SPD1 requires 18m between directly facing rear habitable room windows in relation to existing and proposed developments. There is no specific distances set out in SPD1 for windows facing each other within a development. It is noted that habitable room windows are proposed on the inner flank elevations of Block A and B with a separation distance of 10m At its closest point. However, the submitted design and Access statement demonstrates how the subject flank wall windows would have a staggered relationship between these habitable room windows to avoid any direct overlooking. Furthermore, each unit is dual aspect which alternative aspect in a north or south direction. This approach is considered sufficient to overcome concerns regarding potential overlooking and loss of privacy between flats within blocks A and B. Given that the windows sited on the inner elevations of Block A and Block B will overlook the new pedestrian access into the site (and thus provide natural surveillance), it is not considered appropriate to condition these windows to be obscured glazed.
62. In addition the balconies would be appropriately orientated and sufficiently separated to prevent any overlooking between units. It is noted that a number of balconies would adjoin one another, and a condition would be required to ensure details of privacy screening are submitted and approved.

Daylight and sunlight

63. Analysis of the proposed residential accommodation shows that the majority of rooms would achieve full compliance with the BRE Report guidance in each of the tested scenarios. The analysis shows that 82% of the rooms assessed will meet the Average Daylight Factor (ADF) guidance, 82% of the rooms will see

direct daylight access to 80% of their areas (DD), and 65% of the south facing windows will comply with the Annual Probable Sunlight Hours (APSH) guidance. A total of 168 (43%) windows comply with the BRE Report guidance for APSH, irrespective of orientation.

64. The vast majority of proposed apartments will experience high levels of interior daylight and sunlight amenity. Where breaches of the guidance occur within the scheme, they primarily relate to rooms lit by windows set directly beneath balconies. In these cases, the amenity benefits associated with the balconies offsets any associated reduction in natural light. It is also noted that many of these rooms would also be served by balconies which do restrict internal light levels to some extent whilst also providing valuable private external space.
65. Overall it is considered that the residential units would receive good internal light levels for a dense urban setting.

Overheating analysis

66. An overheating analysis was submitted outlining the strategies proposed to reduce the cooling demand and the overheating risks of the development, in line with the cooling hierarchy set out in London Plan Policy 5.9.
67. Internal heat generation will be minimised through energy efficient design in the course of design development. It will include minimizing pipe lengths (particularly lateral pipework in corridors of flats) and adopting pipe configurations which minimise heat loss, (e.g. twin pipes). The amount of heat entering the buildings in summer will be reduced through use of shading measures including balconies, internal blinds or curtains. The internal layout also provides the proposed dwellings with passive ventilation via openable windows and dual aspect units. This natural ventilation will be adopted with extract fans in wet rooms (toilets, bathroom, and kitchen) to remove the hot humid air. Overall it is considered that that the risk of overheating would be satisfactorily resolved through these measures.

External amenity space

68. Policy DMP19 states the following: "All new dwellings will be required to have external private amenity space of a sufficient size and type to satisfy its proposed residents' needs. This will normally be expected to be 20sqm per flat and 50sqm for family housing (including ground floor flats)."
69. The policy requirement in relation to external private amenity space is for it to be "sufficiency of size". Whilst there is a normal "expectation" for 20qm per flat and 50sqm for family housing (including ground floor flats), that is not an absolute policy requirement in all cases. This is reinforced by the supporting text to the policy (para. 10.39) which provides that: "New development should provide private amenity space to all dwellings, accessible from a main living room without level changes and planned within a building to take a maximum advantage of daylight and sunlight. Where sufficient private amenity space cannot be achieved to meet the full requirement of the policy, the remainder should be applied in the form of communal amenity space".
70. These requirements are carried forward in Brent's emerging Local Plan under policy heading BH13.
71. In meeting the above requirements, it is expected that at least a part of each flat's required amenity space will be private space and as such, all units should be provided with a London Plan/Housing SPG compliant balcony/terrace. Within dense developments in a town centre setting there is an expectation that a shortfall in amenity space provision can acceptably be made up through communal garden space as much as is possible, which would be a secondary form of amenity space beyond the flats' balconies.
72. The proposed residential units would have access to a mixture of private balconies or terraces and communal gardens. The majority of the balconies and terraces meet or exceed the standards set out in draft policy D6. However, there is an overall shortage in relation to DMP19 and BH11 as set out below.
73. For Block A, there is a requirement to provide 1010 sqm of private external amenity space (1 x 50sqm and 48 x 20sqm). The proposal provides a total cumulative shortfall in private external amenity space by 552sqm. To offset this shortfall, Block A has access to two communal amenity spaces. One is located on the first floor and provides 129sqm of communal amenity space and the other is located at sixth floor and

provides 243sqm of communal amenity space. The resulting cumulative shortfall in external amenity space for Block A is 180sqm. For Block B, there is a requirement to provide 1020 sqm of private external amenity space (51 x 20sqm). The proposal provides a total cumulative shortfall in private external amenity space by 542sqm. To offset this shortfall, Block B has access to two communal amenity spaces. One is located on the first floor and provides 145sqm of communal amenity space and the other is located at sixth floor and provides 356sqm of communal amenity space. The resulting cumulative shortfall in external amenity space for Block B is 41sqm.

74. Overall, there is cumulative shortfall in external amenity space of 221sqm across the scheme in relation to the targets set out in DMP19 and BH11. This is a shortfall of approximately 11% in relation to the overall target of 2030sqm across the scheme.
75. Given the likelihood that future residents would also utilise the proposed public open space adjacent to the canal including the proposed pocket park area between the blocks, it seems reasonable to incorporate elements of this space as amenity provision linked to the residential units.
76. The scheme would include residential units sited adjacent to communal garden areas and publicly accessible space adjacent to the proposed canal path, making the need for defensible space all the more important if the future occupants are to have any meaningful outlook and not be overlooked. Additional details regarding the design and quality of proposed defensible space has been submitted in the Design and Access Statement which is considered suitable to protect the residential amenity of future occupiers of the units.
77. Policy S4 encourages development proposals that are likely used by children and young people to incorporate 10sqm of accessible play space per child for all ages. The proposed amenity space would include on-site play space as required by London Plan Policy 3.6, with diverse elements spread across the development, including equipped door step play areas on the roof top communal garden areas of Blocks A and B for 0-4 year olds, and also 'play on the way' features along pedestrian routes including the pocket park area, benefiting from a degree of overlooking and natural surveillance. The supporting documents state that the scheme will result in approximately 49 children, as such 490sqm of play space is required on site. The scheme would provide 216sqm of play space, resulting in a shortfall of 274sqm play space. However, it is noted that the residents will also benefit from the adjacent public open space along the canal and by gaining access to older children's play provided in the public spaces in the vicinity.
78. In order to compensate for the level of amenity space provision which is below Brent target levels and to provide recreational facilities for older children, the applicant has agreed to a financial contribution towards improvements in the nearby Heather Park. Further discussions are taking place with the Council's Park Service to identify the projects that the contribution could go towards, and this will be updated within a supplementary report.
79. The ground floor pocket park amenity space between Blocks A and B, and the first-floor terraces and communal garden areas have been tested against BRE standards. Results show that all tested amenity will receive sunlight access in excess of the BRE Report guidance of at least 2 hours sunlight access to at least 50% of the amenity area.
80. In conclusion, although the on-site amenity space provision overall falls below Brent's policy requirement, on this occasion it is considered an acceptable level of provision given the high density nature of the scheme and the high quality of the amenity space proposed along with the landscaped public realm around the site. Residents would all have access to amenity space in the form of private balconies or terraces and/or communal gardens, and would also benefit from being in close proximity to the canalside. The financial contribution to Heather Park would potentially make this a more attractive area to visit for recreation to supplement the on-site amenity space.

Relationship with neighbouring properties

81. SPD1 normally requires a distance of 9m to be maintained to the boundary with adjoining sites. This is to ensure that neighbouring sites are not unreasonably compromised from coming forward for re-development, and to ensure that acceptable levels of privacy can be maintained between directly facing habitable room windows. In this case, it is noted that the proposed development would be sited within 9m of the boundary of both Afrex House and the former Northfields site (now known as Grand Union). The submitted plans show that a distance of 4.9m would be maintained between the proposed development and the shared boundary with the Grand Union site, and a distance of 9.9m maintained between the two flank elevations of the buildings at this development and within the Grand Union site. A

distance of 4.8m is maintained to the boundary with Afrex House with 10.7m maintained between the two flank elevations of the buildings. 10.8m would be maintained between the proposed development and the east facing elevation of Afrex House.

82. It is noted that habitable room windows are proposed on the flank elevations of the proposed development which would directly face towards both neighbouring sites to the east and west. However, the submitted design and Access statement demonstrates how the subject flank wall windows would have a staggered relationship with neighbouring habitable room windows to avoid any direct overlooking. This approach is considered sufficient to overcome concerns regarding potential overlooking and loss of privacy to neighbouring occupiers. It should be noted that the Grand Union site also includes habitable room windows that rely on outlook over the application site. The land to the east of the building within the application site is proposed to be a public pathway to provide access to the canal, so the use of windows on this elevation will activate this space and provide natural surveillance over the new pathway. A similar relationship will occur with Afrex House. The windows have been staggered to avoid direct overlooking. Balconies are proposed at fourth and fifth floor level but these are higher than the building at Afrex House and will overlook a communal amenity space, which is afforded less weight than private amenity space. To the north of the application site is a substation. This is unlikely to come forward for development in the future, and therefore the proximity of windows to the boundary with the substation is acceptable. Consideration of noise and other impacts of the substation is discussed below. A distance of over 23m is maintained to the front elevation of the properties on Beresford Avenue to the north.
83. Policy DMP1 of the Development Management Policies seeks to ensure that the impact on neighbours is acceptable. Whilst the site does not adjoin any rear private gardens or rear habitable room windows (and that 30 and 45 degrees lines as set out in SPD1 are not applicable), a Daylight and Sunlight Assessment has been submitted with the application to demonstrate the impact of the proposal upon the adjoining developments to the east and west, and the houses on Beresford Avenue.
84. The application has considered the impact upon daylight and sunlight to neighbouring residential uses in line with the BRE's 'Site layout planning for daylight and sunlight: a guide to good practice' (BRE209). The use of this guidance is considered appropriate in areas of high density.
85. The BRE guidance acknowledges and accepts that there are situations in which the standard targets cannot be achieved, particularly where development in dense urban locations is expected to match the height and scale of neighbouring buildings and is located close to the boundary with other properties. The need to apply BRE guidance flexibly is also supported by paragraph 123 of the NPPF where this is required to make efficient use of the site. Vertical Sky Component (VSC) is a measure of daylight. The criteria to consider are whether the resulting levels of daylight are less than 27%, and if not then does the level remain above 80% of the existing level. Daylight Distribution (DD) is a further measure. It is recommended that it is not less than 0.8 times its former value. Sunlight is expressed as a percentage of Annual Probable Sunlight Hours (APSH). It is recommended that it is not less than 0.8 times its former value.

135 and 133 Beresford Avenue

86. These semi-detached bungalows are located to the north of the proposed development and front onto Beresford Avenue. Vertical Sky Component (VSC) analysis of the living room windows directly facing the proposed development shows that they retain VSC values marginally below the BRE Report guidance, achieving at least 0.71 times their former value compared with the BRE Report 0.8 guidance. This is a marginal breach to the BRE guidance and would not be considered to have a significant impact on the amenities of the occupiers of these properties.
87. Daylight Distribution (DD) analysis shows that all of the rooms would retain daylight penetration to at least 73% of their areas. Once again, this is a marginal breach to the BRE guidance and would not be considered to have a significant impact on the amenities of the occupiers of these properties.
88. The assessed rooms have south facing windows and Annual Probable Sunlight Hours (APSH) analysis shows full BRE Report compliance will be maintained for sunlight amenity.

109 to 131 Beresford Avenue

89. These properties comprise 12 flats located to the north of the proposed development. VSC analysis shows that out of a total of 48 assessed windows, 90% of the subject windows would experience daylight

loss to between around 0.55 – 0.79 times their former value which is below 0.8 BRE target.

90. Turning to the DD analysis, results show all but one room will continue to enjoy direct sky visibility to at least 80% of the room, or retain at least 0.8 times their former value.
91. A ground floor bedroom (R1) within 117 Beresford Avenue will continue to receive direct sky visibility to 75% of the room; a reduction of 0.77 times its former value, slightly below the BRE Report guidance.
92. APSH analysis shows all main windows will maintain full BRE Report compliance.

Afrex House

93. The building is circa 11 meters to the west of the proposed development with bedrooms and living/kitchen/dining rooms located at ground to third floor level overlooking the proposed development. The approved plans show these rooms being lit by south and east facing windows.
94. A total of 16 windows at Afrex House were assessed and 50% of these (8 windows) located on the east elevation facing directly towards the proposed development would experience daylight loss to between around 0.63 – 0.78 times their former value which is below 0.8 BRE target. However, internal daylight levels are not expected to be dramatically impacted as it is noted that 50% of the respective habitable rooms are dual aspect with some of their windows maintaining VSC values above the thresholds.
95. The DD results show all Living/kitchen/dining rooms will continue to receive direct sky visibility to at least 80% of the room. The bedrooms will receive sky visibility to at least 54% of the room area.
96. All south facing windows will continue to comply with the BRE Report guidance for APSH testing with the proposed development in place.

Northfield Industrial Estate

97. The nearest flats in the Grand Union development is circa 9 meters from the proposed development with Living/kitchen/dining rooms and bedrooms facing the site.
98. A total of 30 windows were assessed and 63% of these (19 windows) located on the west elevation facing directly towards the proposed development would experience daylight loss to between around 0.39 – 0.73 times their former value which is below 0.8 BRE target. However, internal daylight levels are not expected to be dramatically impacted as it is noted that 52% the respective habitable rooms are dual aspect with some of their windows maintaining VSC values above the thresholds.
99. Turning to the DD analysis, results show all living/kitchen/dining rooms will continue to comply with the BRE Report guidance, received direct sky visibility to at least 80% of their room area. It is noted that bedrooms will see reductions to their sky visibility, with 9 bedroom windows ranging from 0.28 – 0.76 times their former value of DD.
100. Of the 30 windows tested, 6 face within 90 degrees of due north and therefore do not require analysing for sunlight amenity. 16 of the 24 windows assessed will fully comply with the BRE Report guidance for APSH testing. The remaining 8 windows will comply with the APSH test for winter months, however will receive at least 19% APSH. Further review of the results shows three of the 8 transgressing rooms are ground to second floor living/kitchen/dining rooms, all receiving at least 20% annual sunlight, marginally below the BRE target of 25%.

Conclusion

101. Overall, it is noted that the proposed development would have an impact on neighbouring residential properties, and this is largely a result of the existing buildings on site being lower than the proposed development. However, the proposal would essentially replace unattractive lower buildings and the provision of additional housing, including affordable housing, is considered to outweigh the loss of daylight and sunlight.
102. Officers consider the impacts to neighbouring sites are acceptable when seen in the context of the

scheme's wider benefits. Officers would note that the BRE guidelines on which the daylight and sunlight analysis is based are designed to identify good levels of daylight and sunlight in low density locations and that the guidelines acknowledge a need to interpret compliance flexibly in denser locations.

103. Furthermore, at paragraph 123 of the National Planning Policy Framework (NPPF), it is stated that "when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards)".
104. The growth area location and site allocation, which envisions significant housing growth on this site and surrounding sites are given significant weight. The expectation for significant housing growth within this site, as set out in policy, would naturally reduce the expectations for full compliance with the daylight and sunlight guidance. As discussed in earlier paragraphs of the report, the existing buildings on site are only 1-3 storey high and establish a very generous baseline scenario which would naturally result in a significant change in the context of any development proposal to deliver a reasonable number of homes.

Trees, biodiversity, landscaping and relationship with Canal

Existing biodiversity potential

105. The site is adjacent to a watercourse (the canal) which is designated as a Green Chain and therefore subject to Policy DMP8 which prevents development affecting the biodiversity and recreational value of the canal, and to Policy DMP9 Waterside development and Brent's emerging Local Plan Policy BG11 Green and Blue Infrastructure, which requires proposals to improve access to the waterways, provide an appropriate landscaped setback, and to enhance water quality and biodiversity. The canal is also part of the London's Canal's SINC, and is therefore protected under London Plan Policy 7.19, which requires development proposals to make a positive contribution to the protection, enhancement, creation and management of biodiversity. The Canal & River Trust are a statutory consultee as the site adjoins the canal, and are also the owners of the part of the application site immediately adjacent to it.
106. An Ecological Impact Assessment submitted and prepared to CIEEM guidelines to assess the biodiversity potential of the existing site. The assessment concluded that the application site is of low ecological value, however, the buildings and scrub have potential to support nesting birds. A preliminary assessment for bat roosting potential was undertaken and as the potential for roosting was considered low, a bat survey was not undertaken. However, the potential of the site for commuting and foraging bats was noted.
107. Mitigation measures have been included in the Ecology Report for bats and nesting birds and include:
- All vegetation and the warehouse will be checked for nesting birds by an ecologist prior to clearance/ demolition.
 - Soft demolition of areas of the building with low suitability for roosting bats.
 - A sensitive lighting scheme to minimise light spill onto the canal.
 - Installation of solid hoarding to minimise impacts on the canal during construction.
108. Measures to compensate for the loss of the existing habitats on-site have been outlined along with opportunities to enhance the ecological value of the application site. This includes the creation of green roofs (sedum) with solar panels, living walls, floating vegetated platforms at the edge of the canal, planting and gardens throughout the site, and the installation of artificial habitats for bats, birds and invertebrates. Mitigation measures will also be provided to protect the adjacent canal during construction activities. After compensation measures, the Ecological report recommends biodiversity net gain to the site.
109. Overall, the proposal is considered to have a low impact in terms of biodiversity and any potential adverse impacts could be mitigated in line with relevant wildlife legislation. If the recommendations in the submitted reports are all implemented, then the development does appear to have the potential to achieve net biodiversity gain. It is recommended that bird and bat boxes are provided as part of the detailed landscaping scheme, in order to ensure that the opportunity is taken to enhance biodiversity on the site.

Impact on trees

110. The Council's Tree officer has raised no objections to this scheme on arboricultural grounds. A number of protected trees previously stood on the eastern side of the site, however, they have been removed to facilitate the neighbouring development at the former Northfields industrial estate.
111. Tree protection measures have been submitted for the construction phase. Adherence to the contents of the tree report and tree protection plan by Marcus Foster should be conditioned.

Landscaping and relationship with canal

112. In terms of the existing public realm, the existing canal side area of the site is not publicly accessible. The proposal includes new areas of public realm including a landscaped canal side space and canalside walkway, and new tree planting which is intended to form part of the landscaping of the site. A Landscape Strategy was submitted with the application, describing the functions and character of different spaces throughout the site, and these are summarised below.
113. The commercial courtyard on the north side of the development would be accessible from Beresford Avenue and located in the centre of the commercial units. This area would comprise contrasting paving patterns to blend with tree wells, seating, and cycle parking.
114. The pocket park at ground level would be secured by corten gates. The pocket park is the main link to the canal side. This space aims to provide a strong connection to the canal whilst also being secured with gates at dusk. It provides play space and seating amongst the planting and will form a path linking up to the 'deck' bridge that connects with the towpath.
115. The proposed roof gardens will provide opportunities for active gardening, play, fruit and vegetable cultivation, recreation and social gathering while offering scenic views of the canal. These areas will include sensory gardens, play areas, and seating areas. It will incorporate hard landscaping for seating areas and for paths, railings/balustrades for safety around the edge of the roof terrace, and suitable shrubs that can withstand strong winds.
116. The proposed canal path will comprise a public canalside area on the southern edge of the development adjacent to the Grand Union Canal. The public canal path will provide access and connectivity linking up with other future sections of path associated with the neighbouring Afrex House and Northfields sites to provide a route along the water. New seating and trees will be incorporated within the path to create a strong green structure as well as provide shade, colour, and seasonal variation while improving ecological value and biodiversity. Two-level defensive planting to the exterior of the development will provide protection to the ground floor residential units. The minimum width of the towpath would be 3.5m wide to reflect the approved towpaths at the neighbouring Afrex House and Northfields sites.
117. Security will be ensured by the proposed lighting strategy. Following discussions with the Canal Trust, four floating planters are proposed to soften the water edge and improve the local ecosystem.
118. These landscaping features comply with Policies DMP8 and DMP9, and are considered to be appropriate to the overall scale of the development. The Landscape Strategy sets out proposals for a high quality palette of landscaping materials and planting, and these are welcomed. The provision of public realm would help to enhance the setting and thus mitigate the visual impact of the development and to provide a high quality environment for users of the development and other local residents. The public realm is considered to be of high quality and providing public access to the canal side is also strongly supported by London Plan policies to enhance the Blue Ribbon Network. It would represent a benefit in planning terms that is considered to carry significant weight against any negative impacts of the scheme.
119. The land immediately adjoining the canal is within the ownership of the Canal & River Trust. They have been consulted on the application and have requested a number of conditions with the scheme, including a structural survey of the canal wall, risk assessment and method statement, waterborne freight feasibility assessment, management plan for floating ecosystems, landscaping details, Construction Environmental Management Plan, and the introduction of more native species into the landscaping. These details will all be secured by conditions, together with a detailed landscape scheme and materials

samples, and arrangements for the maintenance of areas of public realm. Compliance with the Trust's Code of Practice would also be required, and an informative is recommended to this effect.

Environmental issues

Energy and sustainability

120. London Plan Policy 5.2 seeks to minimise carbon emissions through the 'Be Lean, Be Clean and Be Green' energy hierarchy, and a 'zero carbon' standard is applied to all new residential development from 2016 onwards. The Mayor's Housing SPG defines 'zero carbon' homes as homes forming part of major development applications where the residential element of the scheme achieves at least a 35% reduction in regulated carbon dioxide emissions (beyond the Building Regulations Part L 2013 targets) on-site. The remaining regulated carbon dioxide emissions, to 100%, are to be off-set through a financial contribution in lieu to the borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere. Non-residential floorspace is also covered by this policy, however the policy target is to achieve a 35% reduction on-site without any requirement to achieve a zero-carbon rating but with any shortfall compensated for by a financial contribution.
121. Brent's Policy CP19 requires major planning applications to be supported by a Sustainability Statement, demonstrating at the design stage how sustainable design and construction measures will mitigate and adapt to climate change over the lifetime of the development, including limiting water use to 105 litres per person per day. This policy also requires non-residential floorspace over 1,000sqm in area to achieve a BREEAM Excellent rating.
122. The applicant has included an Energy Statement with the proposal. The statement outlines various sustainable design and construction measures, and highlights that the development would include energy efficiency measures. The statement demonstrates that the residential parts of the development would achieve a 26% reduction on 2013 Building Regulations emissions through these Be Lean and Be Clean measures, and that a financial contribution to carbon-offsetting of £70,200 would be required to achieve 'zero carbon' status. Domestic and non-domestic emissions were assessed separately and a 29% reduction is achieved as an average across both, with non-domestic emissions achieving a 35% reduction.
123. A BREEAM Pre-assessment report was submitted, demonstrating that BREEAM Excellent would be achieved for all commercial units, and other measures included to create a sustainable development. All new dwellings would target a minimum water efficiency standard of 105 litres/person/day in accordance with London Plan Policy 5.15.
124. It is noted that the average carbon reduction achieved would be 29% as the residential floorspace would not achieve the 35% target. The Council's sustainability officer has raised concerns to the shortfall in achieving the required target. The s106 Agreement would secure a revised Energy Statement and Sustainability Statement at the detailed design stage, incorporating measures to achieve greater carbon emissions reductions, and identifying the financial contribution to carbon off-setting required as a result.
125. Half of this financial contribution would be required to be paid at this stage. Following practical completion of the development, final reviews of the Energy Statement and Sustainability Statement would be required, identifying the actual carbon emissions reductions achieved in the development and adjusting the financial contribution accordingly if required. This is the preferred approach as it incentivises further improvements in carbon performance at detailed design stage and during construction.
126. The Council's Sustainability Officer has advised that there is a heat network further along Beresford Avenue at the Northfields Development and the current scheme should seek to negotiate to connect the proposed units to this network. The applicants view is that the initial investigation work suggested the site is not located near the existing and proposed district heat network. Additionally, the communal gas boiler is proposed as the main heating system for the residential units, so it can be connected with any potential heat network. Hence why the proposed strategy is adaptable for potential future networks.
127. The Council's Sustainability Officer has advised that there is a heat network further along Beresford Avenue at the Northfields Development and the current scheme should seek to negotiate to connect the proposed units to this network. The applicants view is that the initial investigation work suggested the site is not located near the existing and proposed district heat network. Additionally, the communal gas boiler is proposed as the main heating system for the residential units, so it can be connected with any potential heat network. It is therefore recommended that a condition is secured to look at the feasibility of

connecting to a future heating district network.

128. The current London Plan guidance requires an assessment against SAP10 unless the development is connected to a heat network. As mentioned on Page 13 Section 3.4 of the Energy Strategy Report, Syntegra have followed the GLA Energy Assessment Guidance (October 2018) and estimated energy performance with the SAP 10 emission factors.

Air quality

129. An Air Quality Assessment was submitted with the application, including an Air Quality Neutral Assessment as required by London Plan policy. The Air Quality Assessment was conducted for transport and building emissions and concluded that the proposed development is deemed Air Quality Neutral. Environmental health officers have been consulted and are satisfied with the air quality assessment, with no further requirements, subject to mitigation measures for local air quality being implemented as per the conclusion of the report.

Contaminated land

130. The site to be redeveloped and the surrounding area has been identified as previously contaminated and therefore a full assessment of land contamination should be undertaken. The applicant has submitted a Albury SI Ltd Desk Top Study and Phase 2 assessment and this concluded that the soils are above guideline values and remediation will be required. Environmental health have been consulted and have requested submission of a remediation scheme and verification report. These measures will be secured by condition.

Noise

131. The Council's Environmental Health Department have reviewed the proposal and advised that the submitted plans show that the proposed vertical stacking is acceptable. The Construction Method Statement sufficiently outlines noise and dust management protocols during the demolition and development phases. The noise impact assessment comprehensively demonstrates compliance with the relevant noise criteria (BS8233:2014 and BS4142:2014) with recommended mitigation measures.
132. It is acknowledged that section 4.2 on page 18 of the Noise Impact Assessment considers 'Existing Commercial Premises' in relation to the proposed commercial floorspace (Use Class B1c). The Council's Environmental Health Department have advised that a noise impact assessment is required to ensure that prospective occupants at the first floor will not be negatively impacted by noise from the proposed ground floor commercial units. This requirement will be secured by condition.
133. Due to the siting of the proposed development adjacent to an electrical substation, Environmental Health have recommended that an assessment of the electro-magnetic field is required to ensure the safe development and secure occupancy of the site proposed for residential use. It is also recommended that the low frequency noise from the electric substation should also be assessed to protect future residents from noise associated with the adjacent substation. These requirements will be secured via appropriately worded conditions.

Non Road Mobile Machinery

134. 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. This requirement will be secured by condition.

Lighting

135. The applicant has submitted a lighting assessment and this demonstrates that the lighting levels at the residential premises are below 2 lux. Environmental health have been consulted and raise no objections to the assessment with no further requirements or conditions.

Wind and microclimate

136. The building is not so tall that any issues of microclimate are expected. Tall buildings can create canyon effects with increased wind. However, this proposal is only 7 storeys at its highest point and is

relatively open on all sides.

Flood risk and drainage

137. London Plan Policy 5.12 and Brent Policy DMP9A set out a policy approach to managing the risk of flooding, whilst London Plan Policy 5.13 and Brent Policy DMP9B require sustainable drainage measures to be incorporated into major developments. A Drainage Strategy and Flood Risk Assessment has been submitted with the application and reviewed by the local lead flood authority.
138. The site is within a fluvial flood zone one, which makes the site low risk for the event of river flooding. The site is also within the boundary of a flood zone one for surface water flooding, this would make the site a low risk for any overland flooding and pluvial issues.
139. The area has no records of sewer surcharging data which indicates the main sewers have no current volume issues.
140. It is noted that the site is within a critical drainage area and does have a medium risk for ground water flooding shown on the hydrological data. The proposal has the implementation of grey attenuation via 181.7m of storage with additional green roofing which will offer biodiversity, amenity and lower carbon outputs.
141. The discharge rates via the attenuation proposed implements a betterment from 92% in a 1 in 1 storm event to 98% in a 1 in 100 storm event calculated via Q bar.
142. The local lead flood authority has advised that with the discharge betterment, the proposal will improve the overall flood risk to the site and will improve the overall risk locally. The proposed drainage and SuDS implementation for the proposed site is supported and the approach to flood risk management for the proposed development complies with London Plan Policy 5.12 and draft London Plan Policy SI12.

Transportation

Site layout and car parking

143. As the site does not have good access to public transport services, the higher residential car parking allowance set out in Table 6 at Appendix 1 of the adopted DMP 2016 applies. Up to 112 residential and 5 commercial car parking spaces would therefore be allowed. The proposed absence of any off-street parking would therefore accord with maximum standards.
144. Policy DMP12 also requires that any overspill parking that is generated can be safely accommodated on-street in the area. In this respect, it is generally assumed that private housing would generate parking at 75% of the maximum allowance and affordable housing at 50% of the maximum allowance. This would translate to a demand for up to 42 spaces for the private aspect and a further 28 for the affordable aspect.
145. Nevertheless, without mitigation the development is predicted to generate considerable on-street parking demand and even with the removal of the three redundant crossovers (the cost of which needs to be met by the applicant as a condition of any approval), the Beresford Avenue frontage of the site would only be capable of safely accommodating up to about thirteen parked cars. Insufficient parking space is therefore proposed to satisfy likely parking demand.
146. To address the above concerns, as the site is located within a housing growth area and with other nearby developments having recently been approved with limited levels of off-street car parking, there is likely to be increasing demand for a Controlled Parking Zone in the area to address parking problems. If implemented, this would help to mitigate parking concerns with the proposal, as it would allow a 'car-free' agreement to be enforced by Brent Council whereby future residents would be ineligible for parking permits. A financial contribution of at least £50,000 would be sought from any scheme towards the implementation of a CPZ in the area.
147. The London Plan requires disabled parking to be provided for 3% of residential units, which would give a requirement for three spaces. No provision has been made within the site and three disabled spaces are instead shown in a proposed lay-by along the Beresford Avenue frontage. It should be noted

though that disabled spaces will not be marked on the public highway unless there is a written request from a resident, so any spaces shown in this way are indicative only.

Cycle parking provision

148. The current London Plan requires the provision of a secure bicycle parking space for every 1-bed flat and two spaces for each 2-/3-bed flat, giving a total requirement for 154 residential spaces (plus three visitor spaces), although the proposed draft London Plan will increase this requirement to 177 spaces. Seven long-stay spaces are also required for the commercial units.
149. A total of 156 spaces in 2 stores are proposed, which would be sufficient to meet London Plan residential requirements. However, although the two internal stores have reasonable access and spacings of stands at 450mm, two-tier stands are proposed and the aisle widths of as little as 1.2m are too narrow for the upper tier to be used comfortably – the LCDS recommends aisle widths of 2.5m, although we would accept 2m. The cycle stands also need to be a minimum of 2m long, whilst they have been indicated as being 1.8m long.
150. It should be noted that the minimum refuse requirement would be for 10 x 1,100l Eurobins for recyclable waste, 10 x 1,100l Eurobins for residual waste and 10 x 240l wheeled bins for organic waste. With 21 Eurobins and 21 wheeled bins shown, more waste storage capacity is proposed than is required, so there may be scope to enlarge the bicycle store in Block A into part of the refuse stores to address the above shortcomings.
151. The store for Block B is more difficult to enlarge, as it would require a reduction in the space for the plant. Space for accessible cycle stands for non-standard/oversized bikes is also a requirement that needs to be taken into account.
152. No details of long term cycle parking for the commercial units have been indicated. Furthermore, the promotion of cycling to work would be further enhanced by the provision of shower and changing facilities. It is possible that the locations for these have yet to be determined as limited internal layout of the units have been indicated. Nevertheless, transport would require this information.
153. Three bicycle stands are to be provided along the site frontage for visitors which would be sufficient.

Impact on highway network and public transport services

154. The Transport Statement includes information on trip generation for both the existing and proposed sites.
155. The existing site is vacant, so cannot be surveyed, so estimated trips have been based upon surveys of other warehouses across the UK (none in London). This exercise estimates that the existing warehouse generates 65 daily trips to and 63 daily trips from the site by all modes.
156. For the proposed development, surveys of other retail and residential developments across the country have been used to estimate trip numbers. This suggests that the residential units will generate 144 arrivals and 149 departures each day by all modes, with the commercial units generating 99 arrivals and 101 departures. This would give a combined total of 243 arrivals and 250 departures per day, which would be a significant increase from the existing trip numbers.
157. The Transport Statement indicates that as the proposed site is car-free, this would result in less vehicular trips than the existing site. The existing car parking has limited parking too, so may also have had a restrained number of vehicular trips, but in any case, the assumption that few car trips would be generated is reliant upon a CPZ being introduced in the area to deter on-street parking.
158. Peak hour trips (11 arrivals/53 departures in the am peak and 35 arrivals/18 departures in the pm peak) have then been allocated to various modes in accordance with Census data, with an adjustment to

reflect the lack of car parking.

159. This results in an estimated 15-17 bus trips in each peak hour and 25-29 rail/Underground trips in each peak hour. It is not considered that this level of patronage would have any significant impact on public transport capacity.

Deliveries, Servicing, and refuse collection

160. The applicants have also submitted a Delivery and Servicing Plan, which includes TRICS information on the predicted servicing requirements of both the residential and commercial aspects. This indicates that 14 LGVs and 3 HGVs would arrive and depart each day to service the residential units, with 13 LGVs and 2 HGVs servicing the commercial units, giving a total of 32 delivery vehicles visiting the site each day.
161. It also predicts that during the peak hour of 10am–11am, five delivery vehicles would be servicing the site, including 2 HGVs. A loading bay is indicated in a lay-by fronting the site and whilst this could accommodate more than one LGV, only one HGV could be accommodated within the loading bay at any one time. Transport would require the Delivery and Servicing Plan to contain targets aimed at reducing the number of service vehicles throughout the day.
162. The design of the loading bay shows a width of only 2.4m, whereas at least 3m is required to comply with TfL's guidance on kerbside loading. To address this, it is recommended that the design follows that for the adjoining Northfields estate redevelopment, which reduces the width of Beresford Avenue by 500mm to accommodate service bays.

Pedestrian and Cycle routes

163. For walking and cycling trips, the submitted Transport Statement is generally insufficient for the requirements of a major development. It would need to include a Healthy Streets Assessment of the local pedestrian and cycling routes to key local trip generators such as shops, stations, schools and health centres and this needs to be added to the submission.
164. In this respect, works to Beresford Avenue along the site frontage should also incorporate a speed table at the western end of the site to provide a raised crossing facility for pedestrians using the bus stop opposite.
165. The other requirement for Beresford Avenue will be to maintain a 3.5m shared footway/cycleway to the rear of the lay-by along the site frontage to allow the proposed cycle route along the front of the Northfields development to be extended westwards towards Alperton. The building is shown sufficiently set back to allow this and the highway will need to be formally widened to achieve this aim.
166. All highway works along the site frontage, including the dedication of land as adopted highway, will need to be undertaken through an agreement under Sections 38 & 278 of the Highways Act 1980.
167. The proposed footpath link across the eastern side of the site and provision of a footpath link along the northern bank of the Grand Union Canal is welcomed and will need to link seamlessly with routes secured on adjoining developments to either side of the site (Northfields and Afrex House).

Travel Plan

168. The applicants have also submitted a Travel Plan, but this only focuses on the residential aspect. A framework Travel Plan should be submitted, which includes both commercial and residential.
169. With regards to the Residential Travel Plan, it focuses on the provision of information, which is only one way to effect behaviour change. The only incentive to use alternative modes of transport is one year's free Car Club membership, although the nearest car club is currently over a 10 minute walk away.

Research indicates that the propensity to use a car club drops if the car club is further than a 5 minute walk away. This would be addressed in the long run through the Northfields development though. For this measure to be supported, Transport would require confirmation from the car club operator that this would be a worthwhile measure and what their thoughts and requirements would be if a car club bays was located closer to the site as the provision of a car club would be a reasonable incentive and appropriate incentive.

170. The Travel Plan indicates that they will provide a personalised travel planning service, but this should also assess what barriers the individual has to using sustainable modes and attempt to break down these barriers with trials of various measures.

171. Another possible measure mentioned is a bicycle user group. However for this to be effective, a budget would be needed so that actions which are suggested by the group can be implemented. The contact details of a Travel Plan Co-Ordinator need to be identified, or at least the details of an interim Co-ordinator. Further details of the Travel Plan to secure the above requirements will need to be secured within Section 106 Agreement.

Fire Access and Safety

172. Compliance with fire safety requirements is normally assessed under the Building Regulations and therefore not regarded as a material planning consideration. However, draft London Plan Policy D11 expects major development proposals to be submitted with a Fire Statement produced by a suitably qualified third party assessor, and this is also a material consideration, although not yet adopted policy.

173. The Design & Access Statement sets out the key fire safety features incorporated within the development. The typical core will be arranged to provide firefighters with safe space to combat fire, either from within the stair core or from within the protected lobby (with a minimum 1.5m² natural ventilation AOV shaft). Dry riser outlets would be provided at every level within the stair core. The stair core will have a minimum 1m² AOV vent at the top. These measures are considered adequate at this stage to ensure fire safety, however an informative advising that the maximum standards for fire safety are achieved will be added.

Density

174. London Plan Policy 3.4 requires development to optimise housing output for different locations taking into account local context and character, design principles set out in London Plan Chapter 7 and public transport capacity. Draft London Plan Policy D6 seeks a design-led approach to density, based on an assessment against the housing standards within Policy D4 and the long-term management proposals for higher density developments. The proposed density of 278 habitable rooms per hectare complies with the guidance ranges set out in the London Plan and is considered acceptable.

Equalities

175. 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

176. The site is allocated for mixed use redevelopment including ground floor commercial uses with residential development above. The loss of the existing uses on site is considered alongside the promotion of the site as a residential development within the Draft Local Plan Site Allocation. The proposal would provide 1118sqm of new high quality light industrial floorspace (use class E(g)(ii)) which, while below the site's benchmark industrial capacity as defined by the draft London Plan, would, together with the new public realm and residential units, respond well to the vision of creating a new canalside community in this area. The proposed mix of uses is considered to be acceptable in principle.

177. The proposal includes 49 affordable housing units out of a total of 100 units, representing 50% affordable housing by habitable room. These would comprise 34 units at London Affordable Rent levels

and 15 units for shared ownership, representing a tenure split of 70:30 and a housing mix including 24% of the total homes within the scheme being three bedroom units. The affordable housing offer fully complies with adopted and emerging policy, and the marginal shortfall in 25% target of family sized homes is considered when balanced against wider planning benefits including the high proportion of affordable homes and replacement industrial floorspace.

178. The design and appearance of the buildings is considered to be of high quality, with an appropriate relationship to the surrounding existing uses and also the likely future context. The two buildings would contribute to the emerging cluster of tall buildings at this location in the Alperton Growth Area, with the staggered heights breaking up the mass and bulk of the buildings and creating an effective transitional relationship with lower density traditional housing to the north. The layout and landscaping proposals would provide an effective relationship between the buildings, open space and canal, and the design overall is considered to be of high quality.
179. The residential accommodation proposed would be high quality, with the units being well sized with good outlook and amenity space (private and communal). Whilst the scheme does not fully comply with DMP19 or emerging policy BH11, most units would have balconies and additional amenity space would be provided in the form of roof terraces, a ground level pocket park and canalside public realm. A financial contribution towards play provision for older children will be directed towards improvements in Heather Park.
180. A Daylight Sunlight Assessment has been submitted and demonstrates a reasonable to good level of adherence to Building Research Establishment guidelines in terms of the impact on daylight and sunlight received by neighbouring residential properties. Whilst it is noted that there would be an impact on residential amenity, the provision of additional housing, including affordable housing, is considered to outweigh the loss of daylight on balance. There are also improvements to the appearance of the building (over that of the existing building) which mitigates the impact to some extent.
181. The alterations to the public highway would be acceptable, considering the needs of pedestrians, cyclists and motorists. Highway improvements will be secured through the s106 agreement, together with a financial contribution to introducing Controlled Parking Zones in the area and withdrawing future residents' eligibility for on-street parking permits. Three on-street disabled parking spaces would be provided for the residential units. Cycle parking and bin storage comply with the relevant standards, and pedestrian access through the site will be open to the public with provision made for a pedestrian connection along the canalside to the adjoining sites.
182. The applicant has demonstrated that, with the imposition of conditions and section 106 obligations, the proposal accords with policies on environmental sustainability, and would have an acceptable impact on existing trees, ecology, and flood risk. The proposed landscaping represents a real positive of the scheme that can also enhance biodiversity.
183. Overall, it is concluded that the development is acceptable, and it is recommended to the committee to grant planning permission subject to a Section 106 agreement and conditions.

CIL DETAILS

This application is liable to pay **£2,463,836.83** * 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): 7748 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) Dwelling houses	6650		6650	£200.00	£0.00	£1,983,125.00	£0.00
(Brent)	1098		1098	£0.00	£0.00	£0.00	£0.00

Businesses and light industry							
(Mayoral) Dwelling houses	6650		6650	£0.00	£60.00	£0.00	£412,588.24
(Mayoral) Businesses and light industry	1098		1098	£0.00	£60.00	£0.00	£68,123.59

BCIS figure for year in which the charging schedule took effect (Ic)	224	323
BCIS figure for year in which the planning permission was granted (Ip)	334	
TOTAL CHARGEABLE AMOUNT	£1,983,125.00	£480,711.83

*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.



Application No: 20/1424

To: Miss Furminger
Lichfields
The Minster Building
21 Mincing Lane
London
EC3R 7AG

I refer to your application dated **14/05/2020** proposing the following:

Demolition of existing commercial building and erection of two buildings (6 storeys and part 7 storeys in height) comprising 100 residential dwellings (Use Class C3) and commercial floorspace (Use Class B1c) on ground floors with associated servicing, parking and refuse stores, amenity space, a commercial yard and soft landscaping

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

at **100 Beresford Avenue, Wembley, HA0 1QJ**

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: 01/12/2020

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:-
London Plan 2016
Brent Core Strategy 2010
Brent Development Management Policies 2016
Site Specific Allocations DPD 2011
Draft London Plan 2019
Draft Local Plan 2020

- 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 TO BE PROVIDED IN THE SUPPLEMENTARY REPORT]

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

- 3 The scheme hereby approved shall contain 100 residential units as detailed in the drawings hereby approved, unless other agreed in writing by the Local Planning Authority.

Reason: In the interests of proper planning.

- 4 The residential units hereby approved shall at no time be converted from C3 residential to a 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 order revoking and re-enacting that Order) without express planning permission having first been granted by the Local Planning Authority.

Reason: 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.

- 5 The development hereby approved shall contain 1118sqm of commercial floor space which shall not be used other than for purposes within Use Class B1(c) (Class E(g)(iii) from September 2020), as detailed in the drawings hereby approved, unless other 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 adequate provision of workspace,

employment floorspace and industrial capacity within the borough.

- 6 The buildings shall be designed so that mains water consumption for the residential units 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 Mitigation and compensation measures described in the approved Ecological Impact Assessment prepared by ACD Environmental dated May 2020 shall be implemented in full.

Reason: To ensure that the proposal does not adversely impact on ecological habitats.

- 8 The development shall be built so that 90% of the residential units will achieve Building Regulations requirement M4(2) - 'accessible and adaptable dwellings' and that the remaining 10% of the residential units will be designed to achieve Building Regulations requirement M4(3) - 'wheelchair user dwellings' or easily adaptable to achieve Building Regulations requirement M4(3) - 'wheelchair user dwellings' in full accordance with the approved details .

Reason: To ensure that the development achieves an inclusive design in accordance with London Plan Policy 3.8, and draft London Plan Policy D7.

- 9 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 EP3 and London Plan policies 5.3 and 7.14

- 10 Prior to the commencement of development the tree protection measures shown on Arboricultural Survey & Impact Assessment reference AIA/MF/046/20 by Marcus Foster Arboricultural Design & Consultancy shall be installed and remain in place for the duration of the construction period.

Reason: To protect existing trees within the vicinity of the site.

- 11 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.

- 12 Prior to the commencement of development hereby approved, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the water shall be submitted and approved by the Local Planning Authority in writing through the submission of an application for approval of details reserved by condition (in consultation with the Canals and Rivers Trust).

The risk assessment shall also include details of a monitoring strategy for the canal wall during the demolition and construction process. The works shall be carried out in accordance with the approved Statement.

Reason: To ensure the proposed works adjacent to the water do not have any adverse impact on the safety of waterway users and the integrity of the canal, prior to any works taking place.

Reason for pre-commencement condition: Impacts arising from the construction process occur as soon as development commences and adequate controls need to be in place from this time.

- 13 Prior to the commencement of the development hereby permitted, a Construction Logistics Plan shall be submitted and approved by the Local Planning Authority in writing through the submission of an application for approval of details reserved by condition. This document shall retain the arrangements set out in the draft Construction Logistics Phasing Sketches submitted as part of the approved Construction Method Statement, but shall also:

(i) include a waterborne freight feasibility assessment to identify the scope for deliveries to be made via the Grand Union Canal, and make provision for such deliveries as can reasonably be made to be via this route.

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

Reason: In order to minimise any adverse impacts of the construction process upon the highway network in the area.

Reason for pre-commencement condition: Impacts arising from the construction process occur as soon as development commences and adequate controls need to be in place from this time.

- 14 (a) Prior to commencement of development (excluding demolition of existing buildings and site clearance) a remediation method statement setting out any identified soil remediation measures 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.

(b) Any soil contamination remediation measures required by the Local Planning Authority shall be carried out in full. 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). The report 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.

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

- 15 Prior to the commencement of the development a revised Construction Method Statement 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, outlining measures that will be taken to control dust, noise and other environmental impacts of the development.

Reason: To minimise the impact on local air quality and protect the amenity of neighbours during construction.

Reason for pre-commencement condition: Impacts arising from the construction process occur as soon as development commences and adequate controls need to be in place from this time.

- 16 Prior to the commencement of the development hereby permitted, a revised Construction Environmental Management Plan 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 (in consultation with Canals and Rivers Trust). The Construction

Environmental Management Plan shall include details of:

- (i) details of proposed surface water arrangements (either via drains or surface water run-off) during demolition and construction works;
- (ii) confirmation that no surface water (either via drains or surface water run-off) or extracted perched water or groundwater shall be discharged into the Grand Union Canal during demolition and construction works;
- (iii) that any surface water drains connecting the site with the waterway are capped off at both ends for the duration of the demolition and construction works at the point of surface water ingress and at any outfall to the canal;

Reason: In order to minimise any adverse impacts of the demolition and construction process on local environmental quality and to ensure that the demolition and construction process do not have any adverse impact upon the water quality of the Grand Union Canal.

Reason for pre-commencement condition: Impacts arising from the construction process occur as soon as development commences and adequate controls need to be in place from this time.

- 17 Prior to commencement of the development (excluding demolition, site clearance and laying of foundations), a noise impact assessment detailing a scheme of sound insulation measures 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 insulation shall be designed so that noise from the proposed ground floor commercial floorspace does not adversely impact residential units. The commercial floorspace shall not result in an exceedance of the indoor ambient noise levels specified within BS8233:2014 'Guidance on sound insulation and noise reduction for buildings' in the flats adjacent to the uses. The approved insulation measures shall thereafter be implemented in full.

Reason: To protect acceptable local noise levels.

- 18 Prior to commencement of development (excluding demolition of existing buildings and site clearance) 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 through the submission of an application for approval of details reserved by condition.

The development shall be completed in accordance with the approved details prior to occupation of the development.

Reason: To ensure the development is in accordance with the principles of London Plan Policy 5.6

- 19 Prior to commencement of the development of relevant works (excluding demolition, site preparation works and laying of foundations) details of all exterior materials including samples (which shall be made available for viewing on site or in another location as agreed) and/or manufacturer's literature 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. Such details shall include but not be limited to:

- (i) building envelope materials
- (ii) windows, doors and glazing systems including colour samples; and
- (iii) balconies and screens (including measures to prevent overlooking occurring)

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

Reason: To ensure the appearance of the development is high quality, and in the interest of the privacy of future occupants.

- 20 Prior to the commencement of building works hereby approved (excluding demolition, site clearance and laying of foundations), the applicant shall conduct an assessment of the potential exposure of site end users to the electromagnetic fields generated by the electric substations on/near the site. The applicant shall take all necessary measures to ensure the exposure level is within the 'International Commission on Non-ionizing Radiation Protection (ICNIRP)' guideline values for electromagnetic fields. The assessment and measures 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.

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

- 21 Prior to commencement of building works hereby approved (excluding demolition, site clearance and laying of foundations). an assessment of the noise levels associated with the adjacent substation shall be undertaken in accordance with BS4142:2014 'Methods for rating and assessing industrial and commercial sound.' Additionally, an assessment of low frequency noise associated with the substation shall be undertaken in accordance with the measurement procedure described within NANR45 'Procedure for the assessment of low frequency noise complaints'. The assessment shall include mitigation measures (if required) to ensure that noise complaints associated with the substation, from residents in the approved development, are unlikely. The assessment 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 and thereafter all approved mitigation measures shall be implemented in full.

Reason: To protect future residents from noise associated with the adjacent substation.

- 22 Prior to the commencement of building works hereby approved (excluding demolition, site clearance and laying of foundations), revised details of residential and commercial bicycle and refuse facilities shall be submitted to and approved in writing by the Local Planning Authority. The bicycle and refuse facilities shall thereafter be provided in full prior to first occupation of the development and retained throughout the lifetime of the development. Such details shall include:

1. 156 long term cycle spaces for the residential flats designed to comply with London Cycle Design Standards
2. 7 long term cycle spaces for the commercial units with the provision of shower and changing facilities
3. 3 short term cycle spaces
4. 10 x 1,100l Eurobins for recyclable waste, 10 x 1,100l Eurobins for residual waste and 10 x 240l wheeled bins for organic waste for the residential units in accordance with the guidance set out in Brent's Waste Capacity Guidance Document
5. refuse facilities for the commercial units

Reason: To ensure that satisfactory levels of refuse and bicycle parking are provided from the outset.

- 23 Notwithstanding any details of landscape works referred to in the submitted application, a scheme for the hard and soft landscape works and treatment of the surroundings of the proposed development (including species, plant sizes and planting densities) 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 within 6 months of commencement of development. Such a scheme shall include:-

- (a) all planting and trees including location, species, size, density and number incorporating native species;
- (b) details of the layouts of the publicly accessible spaces;
- (d) details of the provision of artificial bird and bat boxes;
- (e) areas of all hard landscape works including details of materials and finishes. These shall have a permeable construction and include features to ensure safe use by visually impaired and other users;
- (f) the location of, details of materials and finishes of, all street furniture, play equipment,

- drainage and external cycle stands;
- (g) proposed boundary treatments including walls, fencing and retaining walls, and defensible space indicating materials and height;
- (i) a detailed (minimum 5-year) landscape-management plan showing requirements for the ongoing maintenance of hard and soft landscaping;
- (j) details of materials, lighting (including light spillage plans), tactile paving, handrails and wayfinding signs;
- (k) details of all tree planting pits (including surfacing);
- (l) Proposed soil depths and composition on roof terraces
- (m) Details of any CCTV scheme to be provided within the development.

The approved details shall be completed in strict accordance with the approved details prior to the occupation of any part of the development or in accordance with a programme agreed in writing with the Local Planning Authority.

Any planting that is part of the approved scheme that within a period of five years after planting is removed, dies or becomes seriously damaged or diseased, shall be replaced in the next planting season and all planting shall be replaced with others of a similar size and species and in the same positions, unless the Local Planning Authority first gives written consent to any variation.

Reason: To ensure a satisfactory appearance and setting for the proposed development and ensure that it enhances the visual amenity of the area.

- 24 (a) Prior to the commencement of the development hereby permitted (excluding demolition of the existing buildings on site) a structural survey of the condition of the waterway wall and a method statement and schedule of works identified shall be submitted and approved by the Local Planning Authority in writing through the submission of an application for approval of details reserved by condition (in consultation with the Canals and Rivers Trust). The repair works identified shall be carried out in accordance with the agreed method statement and repairs schedule by a date to be confirmed in the repairs schedule.

(b) Prior to first occupation or use of the development and following the completion of any repair works approved above, a further survey of the waterway wall shall be carried out, and the details shall be submitted and approved by the Local Planning Authority in writing through the submission of an application for approval of details reserved by condition (in consultation with the Canals and Rivers Trust), to demonstrate that any necessary repair works have been carried out and that no additional damage to the wall has occurred.

Reason: To ensure that the structural integrity of the Grand Union Canal is retained.

- 25 (a) Within 6 months of commencement of development, the feasibility of delivering a floating ecosystems should be explored in consultation with the Canals and Rivers Trust, with the outcome of the feasibility works to be submitted and approved by the Local Planning Authority in writing through the submission of an application for approval of details reserved by condition.

(b) In the event that the above concludes that it is feasible to deliver a floating ecosystem, prior to occupation of development, details of the floating ecosystems with details of the long term maintenance of these, shall be submitted and approved by the Local Planning Authority in writing through the submission of an application for approval of details reserved by condition (in consultation with the Canals and Rivers Trust). The ecosystems should be provided within the first planting season, following practical completion of the development.

Reason: In the interests of biodiversity and habitat enhancement, and to ensure the future maintenance of these structures.

- 26 A management plan, detailing the maintenance and cleaning regime for the public and communal external spaces within the development, 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 prior to first use of the public or communal spaces within the

development. The approved plan shall be updated where required and implemented for the life of this development unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure a good quality of environment is provided.

- 27 Prior to the occupation of the development, the applicant shall submit a report which provides evidence that the mitigation measures described in the approved Air Quality Impact Assessment [Ensafe air quality assessment dated October 2020] have been implemented. The report 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.

Reason: To ensure the safe development and secure occupancy of the site proposed for residential use.

- 28 Prior to occupation of the development hereby approved a Delivery and Servicing plan shall be submitted to and agreed in writing by the Local Planning Authority through the submission of an application for approval of details reserved by condition, and the development shall thereafter be carried out in accordance with the approved details.

Reason: To ensure an acceptable impact on local highway network.

- 29 Within 6 months of commencement of development details of the access gate providing access from the pocket park to canalside walk 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. This shall include details of the gate's appearance and how access will be managed to maximise access through it to the canalside walk, and thereafter implemented in accordance with the approved details.

Reason: To ensure that it is attractive in appearance and that appropriate access is provided to the canalside walk.

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.
- 2 Given the age of the building to be demolished it is possible that asbestos may be present. Applicants are reminded of hazards caused by asbestos materials especially during demolition and removal works and attention is drawn to the Asbestos Licensing Regulations 1983. Licensed Contractors only are permitted to remove asbestos which must be transferred to a licensed site. For further advice the Council's Chief Environmental Health Officer should be contacted.
- 3 The applicant is reminded that the quality of imported soil must be verified by means of in-situ soil sampling and analysis. The Council does not accept soil quality certificates from the soil supplier as proof of soil quality.
- 4 The applicant/developer should refer to the current "Code of Practice for Works affecting the Canal & River Trust" to ensure that any necessary consents are obtained
(<http://canalrivertrust.org.uk/about-us/for-businesses/undertaking-works-on-our-prop>)

The applicant/developer is advised that any oversail, encroachment or access over the Trust's land or waterway, including works to the waterway wall, requires written consent from the Canal & River Trust, and they should contact the Canal & River Trust's Estates team (Bernadette.Mcnicholas@canalrivertrust.org.uk) regarding any required agreement.

The applicant/developer is advised that any surface water discharge into waterspace belonging to the Canal & River Trust will require written consent, and they should contact the Canal & River Trust's Utilities team, Liz Murdoch for further information (liz.murdoch@canalrivertrust.org.uk).

- 5 The applicant is advised to notify the Council's Highways Service of the intention to commence works prior to commencement. They shall include photographs showing the condition of highway along the site boundaries. The Highways and Infrastructure Service will require that any damage to the adopted highway associated with the works is made good at the expense of the developer.
- 6 All Non Road Mobile Machinery utilised in the development must be registered on the following site : <https://nrmm.london/>
- 7 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.
- 8 The Council recommends that the maximum standards for fire safety are achieved within the development.

Any person wishing to inspect the above papers should contact Lisa McCann, Planning and Regeneration, Brent Civic Centre, Engineers Way, Wembley, HA9 0FJ, Tel. No. 020 8937 1923